CYCLE NEWS®

WEST Volume XV : Number 12 : April 5, 1978 75¢

Bernie makes it two at Spanish World Trials round

Honda unveils 498cc protothumper

How to make low buck two-stroke mods

Cyclerama '78 extravaganza

NEWSPAPER

THE LATEST POOP BY PAPA WEALEY

Presstime Bulletin

Britain demolishes Americans in Easter Match Race Series

By Chris Carter

TARPORLEY, CHESHIRE, ENGLAND, MAR. 27

Great Britain, led by Dave Potter, Barry Sheene and Barry Ditchburn, decisively defeated Team America (435-379) in the eighth annual running of the Easter Match Race Series for the John Player Transatlantic Trophy. Although Americans Pat Hennen and Kenny Roberts led all scorers, it was a British show all the way.

The six-race, three venue series was viewed by over 125,000 fans in dry but chilly weather. Barry Sheene (Suz) put the British road racers off on the right foot with a win in the first leg at Brands Hatch followed by Roberts and Hennen. The second leg went to Hennen after throttle linkage problems dropped Roberts to the bottom of the finisher list. Sheene took second with his teammates solidly filling out the mid-pack positions.

The British led 162-110 and continued to score consistently in later rounds by packing the top 10.

Roberts and Hennen shared victories at Mallory Park and did the same for the final rounds at Oulton Park. The American team seemed to jell at Oulton, but by then it was too late.

The American team — in order of points scored — was comprised of: Pat Hennen (Suz) 92, Kenny Roberts (Yam) 79, David Aldana (Yam) 50, Skip Aksland (Yam) 42, Mike Baldwin (Yam) 39, Gene Romero (Yam) 36, Dale Singleton (Yam) 25 and David Emde (Yam) 16. Bruce Hammer (Yam) filled the reserve position, but did not compete.

Brad Lackey had a busy Easter weekend, riding his Bill Buchka-tuned RC450 Honda in a total of seven motos at three different tracks in England and Belgium. On Good Friday, Lackey won overall in the Hants Grand International Race for the third year in a row at Ringwood, England with a 2-1-1 score. Second was Honda teammate Graham Noyce with a 1-2-2. Third went to Peter Heerlings who put in a 3-4-3 day on his Maico.

Lackey then moved on to Belgium for the Easter Trophy Race, a muddy two-day, four-moto event on both 250 and 500cc class bikes. The first two races, one 250cc and one 500cc, were run at Marche, Belgium on Easter Sunday; the final motos, one in each displacement size, took place on Monday, Mar. 27 at Jodoingne, Belgium. Overall results were based on the best three out of four finishes in the two-day program. Lackey turned in a third overall performance with a 2-4-2 total.

Winning the Easter Trophy Race was Suzuki's Gaston Rahier. Rahier settled for second in the first 250cc moto, then won the second. His third placing in the final 500cc event secured his 2-1-3 overall point tally.

The surprise of the weekend came with the return of Team Suzuki's Roger DeCoster who won the opening moto at Marsche. "He looks great!" Bill Buchka told *Cycle News* in his Monday phone report. "He shocked everyone when he won the first race of the weekend by over 30 seconds!" DeCoster's 1-6-1 accumulation was good for second overall.

The results are final! After hours of bleary-eyed judging and many Billy brews, MX Cat cretin...uh, *creator* Tony Bell has announced the winners of the Second Nearly Annual Known Universe Motocross Cat Koloring Kontest. And the winners are (dramatic pause) Overall First Grand Champion, R.C. Carter, age 57, of Tallahassee, Florida (watercolor, see front page). First place, Old Kid Division: Mike Boal, age 28, Torrance, CA (mixed media). First place, Medium Kid Division: Cindy White, age 16, Rush, N.Y. (mixed media). First place, Little Kid Division: Sandy Stevens, age 9, Endicott, N.Y. (felt-tip pens). Congratulations winners, your grand prizes are on their way. And thanks and better luck next time to some hundred entries.

In the recent SCORE Mexicali 250, the time for the Class 21-winning 250 OR Husky of Rick Finger and Jeff Kaplan was incorrectly recorded in SCORE results as 6:16:47.71. Their actual time was 6:15:47.71, which gives them second overall behind Larry Roeseler. Bob Balentine was third overall and second in Class 22.

According to J. Robert Hayes, candidate for Assemblyman for the 39th District, "For the price of two six-packs from each desert racer alone, we could win." Hayes is a member of the SoCal M.C., and needs help in his campaign. Donations may be sent to Hayes for Assembly, 213 Barclay St., San Fernando, CA 91340.

With duplicate numbers, we missed the fifth 250cc Novice at the Grand National Championship Finals March 19 at the Houston Astrodome. Jimmy Jones of El Paso, Texas, ran in the number five slot; Lenny Brown didn't even ride the race! Sorry Jimmy, it was a long day and...

Ron Sloan of Thousand Oaks, CA, a former member of the American Motorcyclist Association Board of Trustees and veteran desert racer, was recently appointed vice-chairman of the California Desert Advisory Committee. The CDAC acts in an advisory capacity to Secretary of the Interior Cecil D. Andrus regarding a management plan for the California Desert Conservation Area. Sloan is the only spokesman for motorized off-road interests on the CDAC.

MCM Manufacturing Co. in Anaheim, CA has appointed Tom Cates as National Sales Manager. Cates has spent most of his professional life in the motorcycle industry, first with American Honda, then BSA Western and most recently as Vice President-Sales with Triumph Motorcycles America, Inc.

The Dirt Diggers North track preparation crews are busily working on their 95% sand course, putting it in tip-top shape for the Apr. 8 Sportsman race and the Apr. 9 125/250cc AMA National MX program. It's the 10th Annual Hangtown National Championship Motocross Classic at Plymouth Raceway, and tickets are on sale now at all Ticketron outlets and most Northern California motorcycle dealers.

The 4th Annual Mountain and Meadow Tour, The California 500, a two-day, 500-mile road run will start at Harley-Davidson/Yamaha/Honda of Los Angeles on May 13. It only costs $6 for those who pre-enter ($7 for slowpokes), and it sounds like a good challenging ride. Contact H-D/Y/H of L.A. at 2531 South Main St., Los Angeles, CA 90007 for an entry form and additional info.

J.C. Agajanian, long time promoter of Ascot Park motorcycle and auto racing events, has been named by the Colorado Motor Sports Hall of Fame to receive a special award for an outstanding contribution to the sport of motor racing. The award will be presented annually, and henceforth will be known as the J.C. Agajanian Award.

Riders and families planning to attend the Perry Mountain M.C. AMA ISDT Two-Day Qualifier in Maplesville, AL on April 22-23 can also take in a short track event on Saturday night. The Chilton County Sheriff's Auxiliary has built a quarter mile oval within walking distance of the Two-Day site. Contact Tommy or Terry Seales at 205/366-2682 for more info.

Ray Hook, President of Blendzall Corporation, has decided to close down the Escalon, CA plant. Hook cited numerous justifications for shutting down, including the fast-rising price of raw materials. The 72-year-old Hook and his wife are now in the process of phasing out Blendzall entirely; all inventory has been closed out and production of the popular "bean oil" has ceased.

SCORE officials met with the Bureau of Land Management and Parker, AZ, area Chambers of Commerce in late February to work out a new date for the Parker 400 off-road race, cancelled because of insurance problems. The new date is Oct. 6-8, pending final BLM approval.

We have an ally in the fight against emission controls. The Automotive Service Councils of California is fighting several California Air Resources Board proposals on economic grounds, stating that the proposals will hurt independent garage and service station owners to the tune of about $250 million.

***Checkered Flag News* and *Plonker's Press* are under new ownership. Jeannie Flippen is the new publisher/owner; her address is P.O. Box 793, Shawnee Mission, KS 66201. 913/831-1845. Former publisher Dick Ainsworth, Checkered Flag Trophy Co., Communicycle and DJ Pro Photos can still be contacted at P.O. Box 11215, Kansas City, MO 64119. 816/455-2323.**

Representing Moto-X Fox at the Apr. 9 Dirt Diggers North M.C.'s AMA National MX (Hangtown) will be Stockton, CA's Don Cantaloupi, Danny Turner from Placerville, CA and St. Petersburg, FL rider Kippy Pierce.

Marty Tripes, current Toyota Supercross Series point leader, has said that he's concerned with only three riders as his competition at the Hangtown AMA National MX: Honda teammates Jimmy Ellis and Jim Pomeroy and Yamaha's Bob Hannah.

And then there's the Hangtown Hangover, the old timers MX held on Apr. 15-16 on the same course used by the AMA National riders on Apr. 9. It's sponsored by the Sierra Old Timers Motorcycle Club; riders must be over 40 and be members of recognized old timers clubs. Pre-entry, before Apr. 1, is $25. Contact Hal Jensen, 7224 Linda Sue Way, Citrus Heights, CA 95610, 916/967-9396 for details.

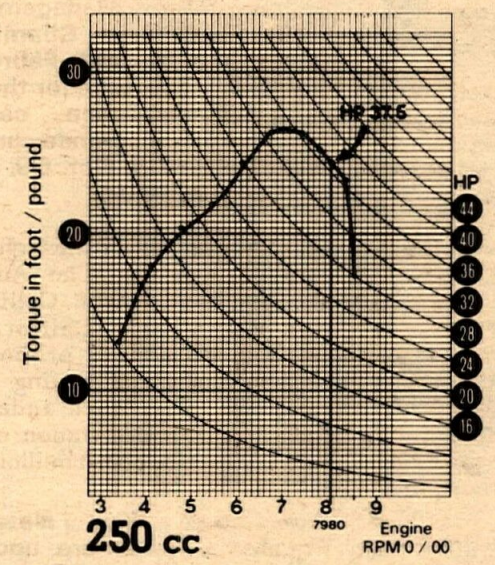
Ocean Pacific Sunwear, maker of those good-looking sport shirts and shorts, with the "Op" logo, will organize Op Sports Teams in surfing, skateboarding, skydiving and motocross. No MX team info is available, yet. Papa'll pass it on when the Op folks tell him about it.

Ocean Pacific Sunwear, as you may already know, sponsors Gene Romero's Don Vesco-tuned "Op Special" road racer.

(Continued to page 13)

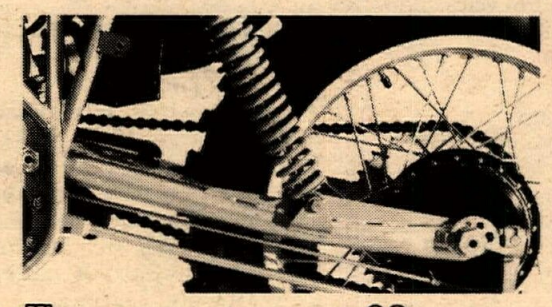
Can-Am* MX-4 250: power under control

MX-4 is a whole new generation of motocrossers from Can-Am.



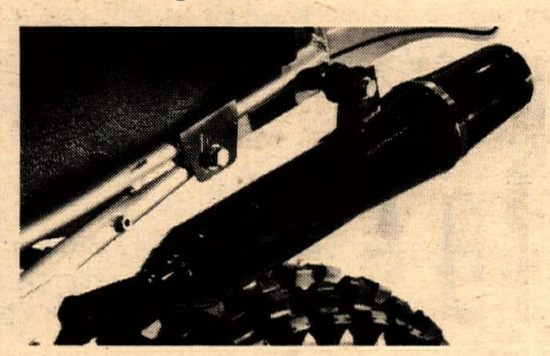
Take our rotary valve 250. Its power peak is now 37.5 BHP. But a new longer stroke design brings that peak in at lower RPM and keeps it there longer with lots of torque lurking just beneath.

And the rest of the bike has been rethought so you can get the power to the track more predictably. The engine is repositioned in our new chromoly frame for a lower c. of g. and easier cornering.



The suspension uses 38 mm Marzocchi front forks and a totally reworked swingarm with Girling gas shocks set-up for just under 10 inches of travel at both wheels.

The rear brake is now fully flotating and rod operated. We've restyled our seat, tank, footpegs and incorporated a "Disco-Jet" muffler in our exhaust system.



See the new MX-4 250 at your Can-Am dealers. And while you're there, check out the new MX-4 370. They both deliver a motocrosser's secret fantasy: Can-Am power and price under control.

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ON THE FRONT PAGE: Winner of the Motocross Cat Koloring Kontest, drawn by Tony Bell and colored by R.C. Carter.

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(404) 934-7850.

Subscription
One year, second class mail, $15; 2 years, second class mail, $27; 3 years, second class mail, $37.50.

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VOICES OF THE WEST

Bitchin

I agree 100% with Keith Widdison's comment on Bob Bitchin.

I used to slip a copy of *Cycle News* in front of a non-biker and talk about the good points of motorcycles. Now I'm afraid someone might pick up a copy and read that trash.

JIM HOWES
Kennewick, WA

More Bitchin

I don't know much about Bob Bitchin except that his tongue generally is so far into his cheek he must have trouble eating. On the other hand, he removed it long enough in the March 8 issue to make a rather profound statement: Dirt bikers could overturn the elite band of preservationists and their land closure laws if they simply would band together.

These laws, notably the latest Wilderness Act closing, among other areas, two-wheeled trails in Sequoia National Forest, are onerous and against the interest of most Americans who don't have the time, energy and physical condition to backpack through the High Sierra.

If 100,000 street bikers can upend an unpopular helmet law, what might be the effect of a similar number of dirt bikers descending — peaceably, of course — on Trout Meadows or Grasshopper Flat? The Rev. Martin Luther King sat in against unconstitutional laws, was branded a troublemaker and worse, but what was the ultimate outcome?

The drive for justice demands sacrifice. Too many of us are unwilling to invest in it, knuckling under to the politicians who pat us on the head and cluck-cluck that it's now the law and there's little which can be done.

What we should be is damned mad and united in the conclusion that we're not going to take it anymore. After all, there are far more voting dirt bikers than there are card-carrying Sierra Clubbers. It's about time we recognized that and acted accordingly.

OWEN KEARNS, JR.
Bakersfield, CA

And more Bitchin

Is Bob Bitchin the same guy who wrote that all bikers should get together a while back? I can't believe it! I ride both street and dirt, and I think anywho who rides any kind of bike is heading in the right direction. But I think Bob Bitchin is not a true biker.

In Washington, we got rid of the helmet law. I helped fight it because I don't think anyone should tell anybody else what to do. I still wear my Bell 120 when I ride my 900, though, because I don't want some car nerd to waste me at 25 mph just because my head's not protected. I can see and hear fine with my full coverage helmet. And I don't think I have a yellow streak, nor am I a nerd for racing and riding in the dirt.

Bitchin said street riders are smarter than dirt riders, but if the street part of me had his attitude, I would probably be a basket case now. I don't "put down my Coors and ride to my representatives" because I don't drink and ride. If he's so worried about having all his senses tuned in as fine as possible, why doesn't he try riding sober for a change?

Street is neat, and you get hurt in the dirt? Next time Bitchin's splitting lanes, half-crocked without his helmet, and some angry mother in a car cuts him off, and he comes out with a smashed melon instead of possibly walking away from it, let him think about the dirt riders who are smart enough to wear their helmets, ride on closed circuits, and (when we do venture out on the street) use common sense and drive defensively.

THOMAS C. NELSON, JR.
Poulsbo, WA

Pure motocross

I would like to extend my appreciation to the Ridge Runners M.C. for their supreme effort in promoting MX races at the Fairgrounds in Watsonville, CA. The club does an excellent job of running the races and all the members put in long hours. They want the riders to enjoy the races and aren't in it just to make a buck.

Before their first race was held Mar. 19, my brother Paul and I were invited to help design a new course for this season.

After much though and time, we came up with a track which was demanding yet safe, with many lines and covered by three feet of grass. The club then put in over three days marking the track and putting up snow fencing, etc. After completion, the track was met with mixed emotion, ranging from "It's a trials course" to "Bitchen" to it being too slow, too rough, etc.

We were hesitant on race day as to the outcome. The track was slippery and very muddy in spots and everyone was having difficulty. By the end of practice, two deep mud sections were removed, but the rest of the track was left intact.

Well, the races went on and the track dried out. No one got hurt seriously and there was some good racing. The track made everyone work hard and I'm glad.

Motocross today is not motocross any more. Most tracks offer challenge only in hitting bumps at 50 mph. Watsonville left the riding to the rider and not his $1,000 suspension job.

I hope for the next race that we can develop a longer track with more up and downhills. I need the riders' support, though. Those of you who are tired of racing around on tracks which consist of 50 mph straights and sweeping turns, unite!

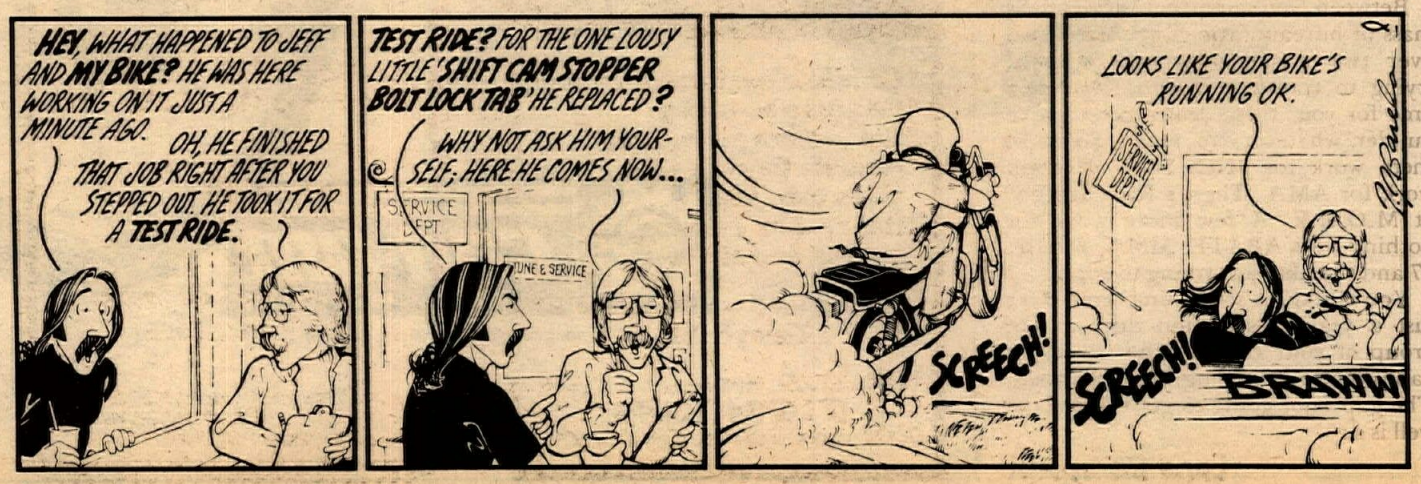
Let's have pure motocross at Watsonville and let the riders who like scramble-o-cross go race somewhere else.

Anyone with comments, or just interested, please contact me.

JIM TURNER
45 Morehouse Dr.
La Selva Beach, CA 95076
408/684-1521

Sputnik and the translator gap

Remember Sputnik? I was in high school at the time. We all went to bed one night still believing the United States was about to launch the world's first orbiting space probe. We woke up the next morning to find that the Russians had blown us into the weeds. Shocked? Hoo, boy, were we!



The bitter irony is, it shouldn't have been a surprise; the Russians never really kept it a secret. There were literally reams of Russian-language scientific papers sitting in the halls of the State Department that clearly predicted Sputnik's launch months before the bird went up. Nobody had gotten around to translating them because we were short of translators.

What's all this got to do with motorcycles? Would you believe we, also, are suffering from a translator shortage? No, not to translate Russian. The language in question is far more formidable than Russian.

It's bureaucratese. Ask anybody who's had to deal with bureaucracy any length of time. The language of government is virtually untranslatable to anybody who's not barmy already. It makes lousy reading, even to those who try to understand it. Up until recently, no self-respecting biker would even bother to try. There was a time when bikers and government virtually ignored each other. That time is past.

Last year the Motorcycle Industry Council alerted its member companies to more than 1,500 government actions that would have affected motorcycling. Of those, 211 proposals became law. In all, MIC's staffers figure to have waded through over *one million* pages of solid bureaucratese, searching for things potentially damaging to their business. From a slightly different tack, AMA's staff did likewise in the interests of riders.

That's a lot of paper. MIC has about a dozen people they can throw into the breach. AMA has about four. What we have, in the words of the old cold warriors, is a *translator gap!*

It's already hurt us. We knew motorcycle emission controls were in the works as early as 1975. Today, some people whose livelihoods depend on motorcycles are just now getting the message.

A few of us had all the necessary paper right in our hands, but weren't capable of correctly translating the bureaucratese into plain English. I was one, and I know I failed I thought, back in 1975, that it all meant the bureaucrats were killing the high-performance two stroke, and with it, the road-wrinkling Superbike. I was wrong. The Superbikes are yet with us, and it turns out there are worse things than the demise of the two-stroke street bike. We are only now finding out what a hammerlock the bureaucrats are placing on what we can buy, what we can sell, how we can ride it, how we may fix it, trick it out, or rework it.

That's just emissions. There's also land use planning, noise regs, equipment standards, the perennial helmet hassle, safety statistics, the debate over Rider Ed (To be, or not to be?), wilderness, endangered species, price regulation, energy policy and on and on. A million pages a year, expected to about double every couple years. It's as if government were the only growth industry left in the country.

Between you and that descending mass of bureaucratic gunge stand just over two dozen men and women, trying to translate it into English in time for you, rider/dealer/racer/parts-builder/whatever, to react. Some of them work for MIC. Some of them work for AMA. There's Russ Sanford at M.O.R.E. A few more work for nothing with ABATE, MMA, District 37 and the like, just trying to cope.

You owe them something, even if it's just a year's association dues to the group of your choice. The translator gap is real, it's hurting, it's wide open. The gap's not going to get filled if the well is dry.

Lane Campbell

A letter from the Vice-President...

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April 1978

VICTORY BULLETIN

Dear Friends,

DAYTONA SUPERBIKE PRODUCTION RACE VICTORY. . . THREE VICTORIES IN A ROW SINCE LAST YEAR'S LAGUNA SECA!. . . TWO VICTORIES WITH SUZUKI, ONE WITH GS-750, ANOTHER WITH GS-1000, WERE AMAZINGLY FIRST TIME ENTRIES OF BOTH BIKES!!

We at Yoshimura would like to express the fact that five out of six fastest trap speed machines among the Superbike production racers at Daytona '78 were all Yoshimura equipped and that alone proves that the machine's capability, including the handling, was far more important than the rider's capabilities! However, Yoshimura feels that for the rider who feels the same as we do about racing as a sport, we are more than happy to share the excitement and benefit.

At the same time, we should make you aware of what we call the Yoshimura Family racing organization throughout the world. It is based in Japan where at least 25 people are devoted to Yoshimura's racing success worldwide. In the United States Yoshimura R & D has Pops Yoshimura at the top with his three loyal and trained mechanics, Hiroshi Yamauchi, Jyo Bito, and Suehire Watanabe as chief, Jeff Hankins as general manager, Patti Mueller for sales and accounting, Jon Jensen in shipping and receiving, and if there is any question to be asked that any of these people cannot answer, I will assume the responsibility of the question.

Yoshimura must say that Daytona '78 victory was accomplished by using only the best quality of all the necessary products. . . CASTROL oil R-30. . . ND spark plugs. . . KAYABA shocks. . . TSUBAKI chain. . . KAL-GARD engine coating. . . SUZUKI GS-1000. We hope to maintain our relationship with these people for our next victory.

Please contact your nearest Yoshimura distributor to get the latest 70 + page catalog/manual, brochures, etc. . . for your next Daytona winning machine!

Thank you for your continued support of the motorcycling industry and your continued interest in the Yoshimura go-fast technique.

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Vice-President

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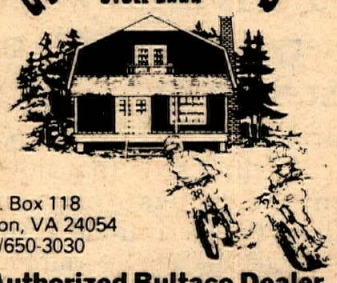

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World Championship Trials Series — Round five

Schreiber scores again, Lampkin takes over point lead

In the home round of sponsor Bultaco, Bernie Schreiber posted his second straight win in World Trials competition. Schreiber is only one point out of third in the

By Dave Wilcock

TARASSA, SPAIN, MAR. 12

Bultaco's Bernie Schreiber finally won his spurs as a fully-fledged factory rider amid the dusty, rocky hills of Tarassa in northern Spain last Sunday.

Brilliantly juggling the works machine in a style that now has many European observers hailing the arrival of a future world champion, the cheerful 19-year-old Californian scored his second World Championship win in a fortnight, gave Bultaco their fifth straight win — and earned himself the right to contest the remaining seven title rounds with full factory support.

Best on both 25-section laps of the Sant Llorenc del Munt course that was strangely subdued in severity, Schreiber beat England's Martin Lampkin by 5.5 marks - but a really solid performance from the Yorkshire ace saw him leapfrog over World Champion Yrjo Vesterinen from Finland, into a four-point lead in the series.

Vesterinen, with an anxious frown now replacing the smile that he had carried through his early wins in Ulster and Wales, was struggling, first with water in the ignition of his Bultaco, and then with a puncture in the second last section that cost him a precious five marks.

After five years of heckling and jeering from the Spanish crowds over his switch from Ossa to Yamaha, Mick Andrews won a place in Spanish hearts once again, riding into third place on...an Ossa!

Andrews, supremely fit and right back in form again, turned out on a bog-standard 310cc machine, after agreeing in mid-week to a one-off ride for the Barcelona factory he helped to two European titles in 1971 and 72.

A victory for Andrews would have been a real fairy-tale return - but the Derbyshire ace found the steering of the 310 heavy going compared with his Yamaha, and lacking a little in bottom end power.

His third place, won on the strength of a faster time than Swedish champion Ulf Karlsson on the Montesa, now gives him a share of third in the championship with the man he beat.

Next was British champion Rob Shepherd, beating Vesterinen by only three tenths of a mark, despite blowing the Honda's front fork seals after the start of the second lap and having to contend with "pogo stick" suspension for the rest of the distance.

But that wasn't all of Shepherd's worries. At Carlets, the sixth section on his second tour, Shepherd punctured. He fitted a spare tube, but had no pump - and had to wait 20 minutes before SWM's former Italian champion Giovanni Tosco came to his aid.

The whole operation cost the four-stroke campaigner 45 minutes, but at the end, he had managed to make up all but 18 minutes of the six hours plus one hour time allowance.

It wasn't enough to relegate Vesterinen, until the world champion blew his tire near the finish. Clearly unhappy at his fall from supremacy,

dings.

Vesterinen said: "I have had many problems today - and I'm not used to problems."

After the first lap of 25 miles, British Montesa rider Nigel Birkett was in contention for a good haul of title points, lying joint fifth with Karlsson and Shepherd, but he tailed away to eighth at the finish when the dry rockery became polished and skiddy.

Only Schreiber and Lampkin of the top flight runners thought it had been anything less than a great trial. "Too easy," claimed the Yorkshireman. "Not what we have come to expect of Spain," and Schreiber agreed.

The scheduled appearance of the home-spun four-stroke Moto Guzzis in the hands of Giuseppe Bartorilla and Luigi Pegoraro, failed to materialize.

Gearing problems with the revamped Stornello machines persuaded the two Italians to stay at home, while former Austrian champion Walter Luft, just out of bed after three days of flu, only nursed the new 250 KTM round the course as a spectator.

His teammate, six-times West German champion Felix Krahnstover rode the 330 KTM prototype throughout with a bent swinging arm - a legacy of the French round a week earlier, but he was not disappointed with his 32nd placing.

"I am not riding for points" said the six-foot six-inch German giant - only to get information for further development."

Schreiber started his assault on the traps of Tarassa in brilliant style, and was joint leader with Andrews, Karlsson and Belgian Jean-Luc Colson when they came to Carlets for the first time. The stream test and second-gear blast here saw only eight riders go clean — Schreiber, Andrews, Karlsson, Coutard, Spaniards Alfonso Soler and Martin Terra, plus Martin Lampkin and Nigel Birkett.

Former Suzuki team rider Birkett was going great, having ridden the gripless, loose shale climb at the first hazard for a prod - a performance matched only by local expert Joaquin Abad.

Schreiber's luck held out when he punctured just before Ratoli, the 12th section, for only a short distance further on, he stumbled upon Bultaco's support van, and was able to switch tubes with little bother.

He went on to become the only rider not to have a "fiasco" (five marks) on his first lap punch card, but Lampkin, who had opened his account with a pair of fives, was chasing him all the way, and the top two began their second tour with just four marks between them.

As they began the second lap, it was Schreiber's turn to sweat. A double five for the American against a single five for the Briton put Lampkin into the lead for the first time - but it was to be short-lived.

Unable to keep his feet on the pegs at Conill, a section he had cleaned so easily first time round, Lampkin gave back three marks as he legged his way out of trouble, and with his main rival stringing together 19 cleans in the section 25 sections, it was in the bag.

Schreiber's aspirations towards stunt-work were evident, when three sections from home, he gambled on leaping the Bultaco across seven feet of water, to avoid taking to cambered rocks with wet tires — and the gamble paid off with yet another clean ride.

Unable to adapt the Suzuki's "furious flywheel" characteristic to the many rocky turns he encountered, Malcolm Rathmell had yet another miserable day, and by finishing in a very unfamiliar 11th berth, he virtually waved goodbye to his championship chances.

Schreiber could afford the luxury of adding half a mark to his total when finishing five minutes into his final hour, while Lampkin, charging the course like a ding-bat, avoided time penalties for the fourth time in the five rounds staged so far.

Round six, half-way stage in the championship follows on May 28 in Gefrees, West Germany, where another win would put him third in the world. ●

Results

1. Bernie Schreiber (Bul) 31.5; 2. Martin Lampkin (Bul) 37.0; 3. Mick Andrews (Oss) 46.5; 4. Ulf Karlsson (Mon) 46.7; 5. Rob Shepherd (Hon) 54.8; 6. Yrjo Vesterinen (Bul) 55.1; 7. J-Luc Colson (Mon) 62.2; 8. Nigel Birkett (Mon) 62.5; 9. Anthonio Gorgot (Bul) 69.6; 10. C. Coutard (SWM) 73.4; 11. M. Rathmell (Suz) 75.8; 12. A. Soler (Bul) 80.4; 13. R. Edwards (Mon) 85.3; 14. J. Wallman (Bul) 86.0; 15. P. Soler (Bul) 86.3; 16. A. Juventenny (Oss) 89.2; 17. M. Terra (Bul) 89.5; 18. G. Tosco (SWM) 92.0; 19. E. Baldini (Bul) 95.5; 20. M. Cirera (Mon) 97.5.

World Championship Point Standings (five rounds gone, seven to come):

1. Lampkin 59; 2. Vesterinen 55; 3. Andrews 36; 4. Karlsson 36; 5. Schreiber 35; 6. Shepherd 33; 7. Lejeune 11; 8. Colson 10; 9. Subira 8; 10. Rathmell 7; 11. Coutard 7; 12. Reynolds 6; 13. Wallman 6; 14. Edwards 5; 15. Birkett 5; 16. Gorgot 5.

PHOTOS BY DAVE WILCOCK

Charles Coutard on the new 320 SWM, on his way to a 10th place finish.

Mick Andrews returned to former sponsor Ossa, and rode the 310 to third.

JACK IN THE BOX CYCLERAMA '78

The Flyin' Freckle Jeff Ward tromped the 12-rider field in the Yamaha Race of Champions.

In beautiful formation, Jeff Ward (3) makes a first moto, mid-air pass on Steve Schmitz (11) as Scott Burnworth follows.

ItalJet sponsored a Jr. Cycle Race of Champions on little 50cc ItalJet stockers. Jon Jon Belisle leads the pack here.

Starting the Yamaha Race of Champions provided a tight first turn pack, with Steve Schmitz (11) pulling the holeshot.

PHOTOS BY BRIAN GEORGE

Ward wins Race of Champions at World Mini Grand Prix

By Brian George

TRABUCO CANYON, CA, MAR. 26

In his last appearance on a minicycle, the Flyin' Freckle, Jeff Ward came out to Racing World with only three hours of practice on a minibike and ran away with the main event of the National Minicycle Association's World Mini Grand Prix. Easter weekend brought many riders from all over the United States and as far away as England, Mexico and Australia. Yamaha sponsored the three-moto event, with all competitors riding stock YZ80E machines. Mounts were switched after each moto to ensure an equal ride for everyone.

As the first moto got underway, Steve Schmitz, Jeff Ward and Scott Burnworth flaunted their California knowledge of the course by jumping out to an early lead. Schmitz and Ward set up a fierce battle for the lead as Burnworth fought a sticky engine and held on to third. As Erik Kehoe entered the battle in fourth, the pack tightened up.

Coming off a steep dropoff, Schmitz, Ward, Burnworth and Kehoe entered flight in a formation the U.S. Air Force would have admired. When the quartet landed, Ward took Schmitz by surprise and out-flew him, taking over the lead.

As the moto progressed, Burnworth didn't. His engine seized on the fourth lap, giving the fourth spot to Oklahoma's Kenny Caster. When the checkers flew, Ward had stretched out a comfortable lead on Schmitz, Kehoe and Caster. Bringing in fifth was Phil Larson of Washington, followed by Scooter Stafford out of Louisiana and Danny Coyle from Alabama.

Continuing his domination into the second round was Ward again, but this time he had challenge only from the gate to the first turn. Schmitz came around in second, but at the end of the front straight, Ward was already beginning to pull away.

Coming from Australia to ride was Derrim Porter, now in third, with Phil Larson and Burnworth on his derriere. Larson and Burnworth both got around Porter on the first lap, then Larson proceeded to take over second on the third time around. It took Burnworth another lap before he too put Schmitz behind, then set after Larson.

On the fifth lap, Burnworth executed a beautiful maneuver, sliding right around Larson, and was in second. Meanwhile, up front, Ward was way out ahead of the pack and pulling up to lap slower traffic. As he passed England's Paul Hardiman on the front straight, Hardiman lost his concentration, then his balance, then his control and finally lost his mount in an end-over-end tumble that took him out of the race.

When the checkers flew four laps later, Ward took the second leg of the overall with Burnworth, Larson and Schmitz finishing in that order.

Making a last effort to stop the Ward wallop on the Yamaha Race of Champions, Schmitz rocketed off the line and in the lead. Showing why he

will soon contest the 125cc Nationals, Ward sat in second for the first turn only and went right to work on the front straight, taking over the lead before they hit the second corner. Kehoe ran in third, but only for the first lap as Burnworth took over the show position on the second lap.

While Ward began another romp on the field, Schmitz and Burnworth set up a battle for second that was stopped only by the checkered flag. At the halfway mark, Schmitz was still holding off the charges of Burnworth, but succumbed to them on the fifth lap. The next three laps were full of attempts to retake the second spot, but Burnworth was in total control. Larson came up from seventh and was running fourth, but had no chance at catching either Schmitz or Burnworth by the end of the race.

When the group crossed the line for the last time, Ward took a clean sweep to bring home a trophy bigger than himself and the 1978 YZ80E of his choice from the Race of Champion's field. Burnworth took second, but Schmitz took the number two overall position. Third and fourth went to Larson and Kehoe, as Burnworth rounded out the top five due to his first moto DNF.

As a support Race of Champions, Italjet sponsored a Junior Cycle Race of champions on little 50cc Italjets. The group of 10 rode two motos, with the winner taking a trophy and the bike of his choice from the 50cc field, too.

Taking the holeshot in the first moto was little Paul Denis. The only girl in the field, Angie Scott, was in second off the line and Jon Jon Belisle was closing in third. By the end of the first lap, Timmy Tomaselli had moved into second and Belisle was running third. Tomaselli caught Denis in two laps and the duo began to battle. Tomaselli took the lead away on the fourth lap, and held it to the wire.

Meanwhile, Kurt Henricksen was on the move and had taken Belisle by surprise. When Denis dropped to second, Henricksen moved up and began to apply a pressure that Denis could not tolerate. As the pack came around for the white flag, Henricksen took over second.

When the checkers flew, Tomaselli took the win with Henricksen, Denis, Belisle and Mark Healey following.

As the little Italjets screamed off the line for the second and final run, Belisle pulled way out in front by the first turn. Denis, Tomaselli and Henricksen followed, but on the second lap Denis took over the lead. His command lasted for two laps when he went over the ridge and into the back section of the track, and never came out. Belisle retook the lead and everyone was back in the race for the overall. When the checkered flag came out, Belisle took the win with Tomaselli a close second and Henricksen third. Tomaselli brought home the new Italjet as Belisle earned second overall ahead of Henricksen, in third.

Total World Mini Grand Prix results in next week's *Cycle News*.

Results

YAMAHA RACE OF CHAMPIONS: 1. Jeff Ward. 2. Steve Schmitz. 3. Phil Larson. 4. Erik Kehoe. 5. Scott Burnworth 6. Scooter Stafford. 7. Mike Kelley. 8. Danny Coyle. 9. Derrim Porter. 10. Ken Caster. 11. Roberto Ross. 12. Paul Hardiman.

ITALJET JR. CYCLE RACE OF CHAMPIONS: 1. Tim Tomaselli. 2. Jon Jon Belisle. 3. Kurt Henricksen. 4. Dusty Jenkins. 5. Brandon Schneider. 6. Mark Healey. 7. Paul Denis. 8. Dusty Jenkins. 5. Brandon Schneider. 6. Mark Healey. 7. Paul Denis. 8. Marvin Levell. 9. Angie Scott. 10. Larry Ward.

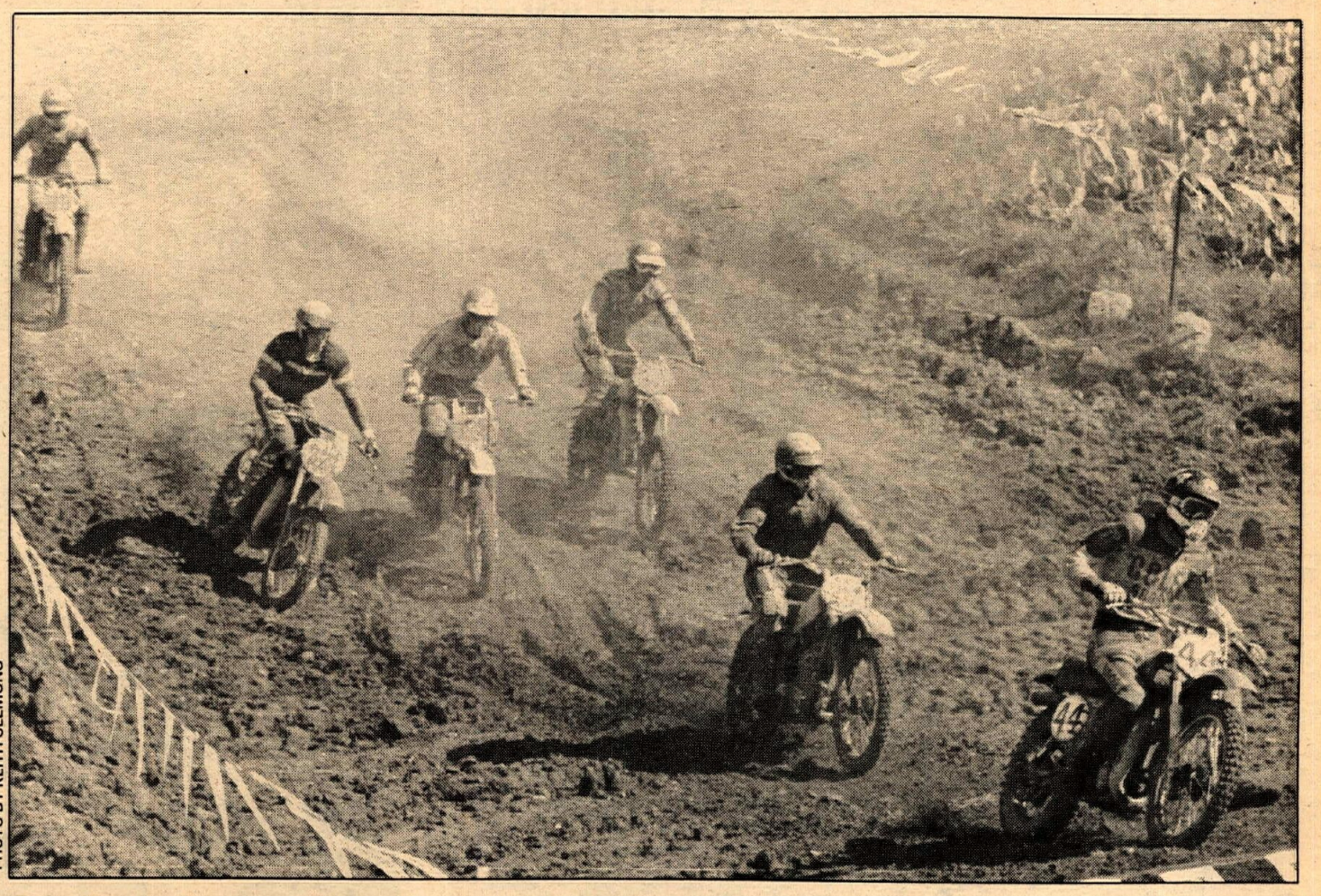


PHOTO BY KEITH CLEMONS

Terry Clark leads a group of Open Pros in CRC's $5,000 Bosch motocross.

Robertson, Shultz and Taylor smoke CRC/Bosch 5000

By Keith Clemons

TRABUCO CANYON, CA, MAR. 26

A $5,000 loot bag brought Darrell Shultz, David Taylor, Greg Robertson, Terry Clark, Ken Zahrt, Ron Turner, and a whole list full of other top Pros to Racing World for one of Cali-

fornia Racing Club's biggest events of the year, the Bosch 5000. The race was scheduled as part of the grand finale for Cyclerama '78, winding up three days of championship motocross. Entries were treated to the super sano challenge of Racing World's new California track, open for the first time this year. The course, combining both European and American layout techniques, is cut on the steep side of a hill giving the racers as much vertical climb as possible, hairpin turns at the bottom of each downgrade, mudholes, the usual ruts, grass-covered uphills, and a monster drop-away jump on the last downhill.

Dave Williams leapt uphill for the holeshot in the first moto of the Open Pro race, followed around the corner by Robert Marino, Greg Robertson, and Scott Cavness.

Greg Robertson, riding a Kolbe Can-Am, decided to try and pocket part of the Pro purse. Holding the hammer down, he launched himself into an all-out campaign to take the front and in three quick laps completed the mission. Dave Williams, letting go of the position, seemed to have difficulty through the entire race and finally fell back to finish fifth. Meanwhile, Terry Clark and his mad Maico were gradually grinding their way up from a sixth-place start and by the ninth lap were chewing the dirt behind Robertson. The remaining five laps became a battle between Clark and Robertson for the high stakes. It was Clark who won the duel. Charging down into the last lap, he cornered Robertson in the mud ruts and decided to take a shortcut by bouncing across instead of taking the main line through, giving him just the edge he needed to capture a final lap victory. Robertson finished second and Robert Marino finished third.

Lining up again, the Open Pros were ready to either make it or break it in their final and most important moto. One top money contender, Darrell Shultz, who because of a wipeout in the first moto finished only eighth, was particularly ready to do business. When the starting gate fell, David Williams again took the holeshot with Robert Marino holding down second, and this time with Larry Roeseler picking up third. The only problem with the lineup was that Shultz came around in fourth, and after messing up his first moto, he just wasn't going to settle for another bad race. Giving his sponsor, Rancho Cordova Suzuki, a ride they would be proud of he flat gassed it and before the end of the second lap was holding the number one spot where he stayed to win. Robertson pushed his way up to finish second again which gave him enough points to take first overall. Dave Williams did better this race, finishing third but the winner of the first heat, Terry Clark, spilled it twice and dove to a sad eighth. Second overall went to Williams and third to Shultz.

The most difficult obstacle of the course was the mammoth mudhole at the bottom of the last hill. This sweet little swamp swallowed at least three bikes per race and often the casualty toll climbed as high as 10. Darrell Shultz, second moto winner of the Open Pros, said it was his favorite part of the track and went on to prove it by winning both motos of the 250cc Pro race without getting sucked in even more. Of course he's from Sacramento and, if it's possible, they've had even more rain than we have, so he's used to the swamp scene.

In the first 250cc Pro moto it took Shultz six laps to move into the number one spot. Mounted on a Maico he cut his final two competitors, Ken Zahrt, and Dave Williams, out when he leaned into a downhill and ran around a muddy ditch that they both chose to go through. Pouring it on the downhills is something Shultz considers his specialty. Shultz finished first with Williams and Zahrt finishing second and third.

The next round Dave Williams didn't give up so easily. Capturing an early lead he challenged Shultz all the way as the two diced for position. It

JACK IN THE BOX CYCLERAMA '78

PHOTO BY KEITH CLEMMONS

Gary Dircks (15) and Mike Brown lead 125cc Pro winner David Taylor (6).

was that deep mudhole that once again did it for Shultz. While Williams was breaking to avoid disaster Shultz fearlessly poured it on and just barely catpured the lead in the ninth lap. From then on the race and the overall victory was his. Shultz and his dad came down from their Northern Sacramento home just to race in the Bosch 5000. His next race will be in the Pontiac, MI Supercross. David Williams, riding a Maico for Wheelsmith, had to settle for second giving him second overall, and third this race was picked up by Greg Robertson who with his fourth-place finish in the first moto took home the third-place money. The 250cc Pro race had 36 entries, making it a difficult race to win by anyone's standards.

Dave Taylor roosted the 125cc Pros by winning the overall in that division. The first moto he started fifth and had to work his way up, but not without problems. He was riding a brand new Suzuki and forgot to remove the kickstand so halfway through the race it was flopping around, hitting the ground, making a general racket and causing him to lose his concentration. He never did cop the lead from Mark Lawrence who won the first moto, so he had to settle for second.

In the second race he took the win from the holeshot through the checkered flag. DG-sponsored Taylor will begin riding in the Nationals in April and will also be joining Shultz in the Supercross circuit. Mark Lawrence and his Yamaha finished third this race giving him second overall and hot Gary Denton, riding a Suzuki for Al Baker R&D, took third overall.

There was one other major problem CRC racers had to deal with by the end of the day; sunburns. Yes, after weeks of umbrella riding, the Easter weekend Bosch 5000 was crowned with so much sun that racers and spectators alike were overdosing on suntan oil.

Results

MINI BEG: 1. Ian Fitzgibbon (Yam). 2. Peter Meshkoff (Yam). 3. David Oden (Suz).
MINI NOV: 1. David Lambe (Yam). 2. Marty Lehotan.
MINI INT: 1. Gordon N. Ward (Suz).
MINI EX: 1. George Curnutt (Yam).
100cc BEG: 1. Paul Fitzgibbon (Yam). 2. Nick Larson (Yam).
100cc NOV: 1. Jim Coffey (Yam). 2. John McGaughey (Yam). 3. Mike Brown (Yam).
100cc INT: 1. Randy Hardin (Yam). 2. John Laskey (Yam). 3. Steve Dye (Suz).
100cc PRO: 1. Jim Holley (Yam). 2. Tim Hines (Yam). 3. Jim Cote (Suz).
125cc BEG: 1. Doug Shane. 2. Ronnie Grenfell (Suz). 3. Danny Ramirez (Suz).
125cc NOV: 1. Matt Tedder (Suz). 2. Glenn Norkus (Suz). 3. Mike Brown (Yam).
125cc INT: 1. Joe D. Price (Yam). 2. David W. Hunt (Suz). 3. Ed Eckert (Suz).
125cc PRO: 1. David Taylor (Suz). 2. Mark Lawrence (Yam). 3. Gary Denton (Suz).
250 PRO: 1. Darrell Shultz (Mai). 2. Dave Williams (Mai). 3. Greg Robertson (C-A).
250 INT: 1. Donald Draskovich (C-A). 2. Bill Jewett (Yam). 3. Chuck Warren (Yam).
250 NOV: 1. Charlie Armstrong (Suz). 2. Kevin McLaughlin (Yam). 3. Matt Tedder (KTM).
250 BEG: 1. Arnold Noriega (Suz). 2. Scott Van Hoorebeke (Yam). 3. Tom Maio (Suz).
OPEN PRO: 1. Greg Robertson (C-A). 2. Dave Williams (Mai). 3. Darrell Shultz (Mai).
OPEN INT: 1. Richard Barron (Yam). 2. Chris Alberts (Hus). 3. Alan Root (Mai).
OPEN NOV: 1. Louis Fernadez (Yam). 2. Tony Leyrer (Bul). 3. Ray Glover (Yam).
OPEN BEG: 1. Ron Pennington (Suz).
CRC VET JR: 1. Jan Lehotan. 2. Michael Williams (Mai). 3. Bill Rice (Yam).
CRC VET INT: 1. Pat Murphy (Yam). 2. Bob Crosta (Bul). 3. Asker Larnkjaer.
CRC VET SR: 1. Bill Burkhart (Yam). 2. Dan Moore (Mai). 3. H. Lee Denning (Yam).

SCTA trials winner Marland Whaley tackles a watery section.

Whaley, Leavitt, Evans

By Bill Markham

TRABUCO CANYON, CA, MAR. 26

Sunshine and clear skies accompanied riders to the SCTA/ATA Trial held at Racing World, part of the Cyclerama '78 weekend.

Team Honda's "Marvlus" Marland Whaley, getting in shape for the upcoming National season, won the Expert class with 20 points. That new twosome, Bultaco rider Lane Leavitt and Yamaha's Debbie Evans, were second and third with 32 and 63 points, respectively. All of that extra practice they've been getting in together recently must be paying off! Ms. Evans, by the way, is really blazing the trail for women in trials riding!

The Senior A class, a fight to the finish, was won by that determined rider, Gil Smith, who put it all together with a 64-point ride for the win. Bob Nichelson's Honda was hot on Smith's trail for second place with 66 points. Third went to Jean Fradette, also Honda-mounted, who finished with 77 points.

"Scootin'" Scott Head, riding Bultaco, came out ahead in the Amateur class with 69 points. This guy has really come on strong the last few months! Montesa rider Brad Spear was second with 81, and David Ige's Yamaha took third with 85 points.

Mike Grant had double-good reason to smile; his 10-point first place Novice win earns him the right to cash in on Montesa's $25 gift certificate offer to any rider using one of their machines for a win in legitimate competition. George Avery, also Montesa-mounted, was only one dab behind, 11 points, for second place. Reed Evans, on yet another Montesa, was third with 12 points.

The Senior B class was won by Kawasaki rider Art Barda with a neat two-point ride. Wayne Emge's Honda was a close second with four points, and Ralph Silber's Bultaco took third with eight.

Beginner class riders Walt Taber (Bul), Larry Woodruff (Bul), and Sandy Ross (Hon) really "cleaned" up their act with a zero-point three-way tie. The tie was decided by ride-offs leaving Taber first, Woodruff second and Ross third. Taber, a top District

PHOTOS BY BILL MARKHAM

Second overall Expert Lane Leavitt enters an SCTA trap.

-2-3 SCTA/ATA Trials

37 enduro rider, is riding trials events these days in order to improve his enduro skills. Looks like he's a good candidate for top trials riding as well!

Senior B and Beginner classes rode two loops for the day while Novice, Amateur, Senior A and Expert classes rode three loops. The relatively easy loops consisted of 17 sections of varying terrain which included loose off-cambers, mudholes, and some streams of water.

Section One remained uncleaned by Amateurs and Experts for the day. Riders entered downhill into a gully... immediately back up the other side with a grassy off-camber... then a left turn heading for the exit. This short section was a real point-giver!

Whaley, on his second loop, was the only Expert rider to clean Section Four. Experts entered down a gully making a 180° turn back up a 16-foot cliff. Then they turned back down again, crossed a creekbed with a slight left and then turned right up a nasty rut and out the exit. Novice, Amateur and Senior A classes entered the same way but only made a 90° turn, going across the creekbed with a hop over some rocks and back into the rut, then out the exit.

Section Nine was a dabber for most of the Senior B and Beginner riders. Entering on a downhill, riders made a slight right turn on an off-camber followed by a left turn down into a two-foot mudhole, then up and out the exit.

Double Section 16 and 17 which was checked by that decisive gal, Magda Lauxen, was the spectator's section of the day. Expert, Amature and Senior A riders entered down into a rocky stream, made a 180° turn up an embankment with an immediate 180° lock-turn back down into the stream for 20 yards. Next came a right turn up a three-foot cliff, continuing on up the bank and struggling for traction all the way, then a left turn on a downhill off-camber back into the stream which both ended Section 16 and began Section 17. Here, riders had to give it the throttle on an off-camber to a flat summit. Water from the stream made this difficult as the day wore on! Riders who made it this far had approximately 20 yards of flat ground to take a breather before making a 10-foot drop-off with a sharp left turn into the stream. That was followed by a right turn up to (guess what?) the exit! Had to see it to believe it!

For those interested in seeing or riding more trials action, the next ATA event will be at Barona, CA, on April 9. Contact the Bogwheelers for further information at 714/426-1253.

Bauer takes Pro win at CRC's Dr. Pepper GP

By Jerry G. Welton

TRABUCO CANYON, CA, MAR. 25

Steve Bauer and his DG Suzuki took the lead on the second lap and did not relinquish it, taking the victory at the Dr. Pepper Grand Prix, promoted by the California Racing Club.

With motors lit and riders straddling their bike's front wheel, the banner dropped. Brian Bennett pulled the holeshot and led the field of Amateurs, Experts, and Pros across the ridge and down to the start, finish area. Blasting through the first needlehole Bennett and his KTM had a slight advantage over Bauer. Dean York (400 KTM), Randy Rodrigez (450 Mai) and smallbore Andy Kirker (125 Yam) were the next wave of mud slinging Pros, all of which were jockeying for position. The real surprise was 16-year-old Jim Holley and his 100cc Yamaha running sixth overall.

On the second lap Bennett was over taken by Bauer who just motored on.

As the race progressed the mudholes got bigger and bigger causing several riders to be thrown down and engulfed by mud.

At the checkered flag it was Bauer all by himself with the overall victory tucked safely in his belt. Bennett, the desert ace, was in next with first lightweight Kirker doing an outstanding job for third.

Faced with the problem of which class to run in, 31-year-old Jim O'Neal shouldn't worry about being competitive, for he should consider himself a threat to the younger riders as he powered his 370cc Can-Am to fourth at the finish from 10th on the first lap.

B. Conway (400 KTM) rode consistently for fifth overall with Mark Cook (250 Hus) capturing the 250cc win.

Holley kept his 100cc screamer humming to take second lightweight and seventh overall.

Chuck Miller and his 250cc Premier Yamaha was the apparent winner of the Amateur class with some way-out riding to get him there.

The Open Novice and Beginners were the lead-off event with Gary Mulconery and his vintage CZ leaping into the early lead. Mulconery did an unbelievable job of pulling away from the newer, more sophisticated machinery for the majority of the race. Running second most of the race was Myram Kitchen (Yam) who was just waiting for Mulconery to make a large error, and he did. A couple of laps from the end, Mulconery ran out of petrol and was sidelined with Kitchen picking up the lead and the eventual victory with Ken Baer (Yam) and Terry Utterback finishing second and third.

The second race of the day was the 250cc Novices and Beginners. Steve Dalley and his Honda jumped out to an early lead over Brian Zier, Mike Tinajero and Jack Fuller, all riding Yamahas.

After the completion of lap two it looked as though Tinajero, who had passed Zier, would be able to catch Dalley but this was not the case. A few laps later Tinajero began to tire and was passed by Fuller.

Despite a poor start, Larry Spaeth was riding hard and moved up from 11th on the first lap to within striking distance of Tinajero, with the help of his Yamaha.

When the checkered flag dropped it was Steve Dalley with an impressive start to finish victory, Fuller did a fine job for second and Spaeth caught Tinajero for third.

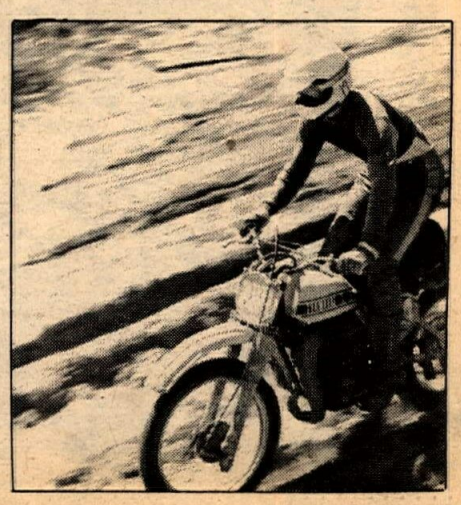
Along with the 250s were the hard chargin' gals of the Women's Division led by Jolene Payne. With the aid of her Cycle Products West KTM 175, Payne led from start to finish. Jolene's closest competitor, Lori Farmer, ran into difficulties right away and could not keep her Steve's Bultaco at speed.

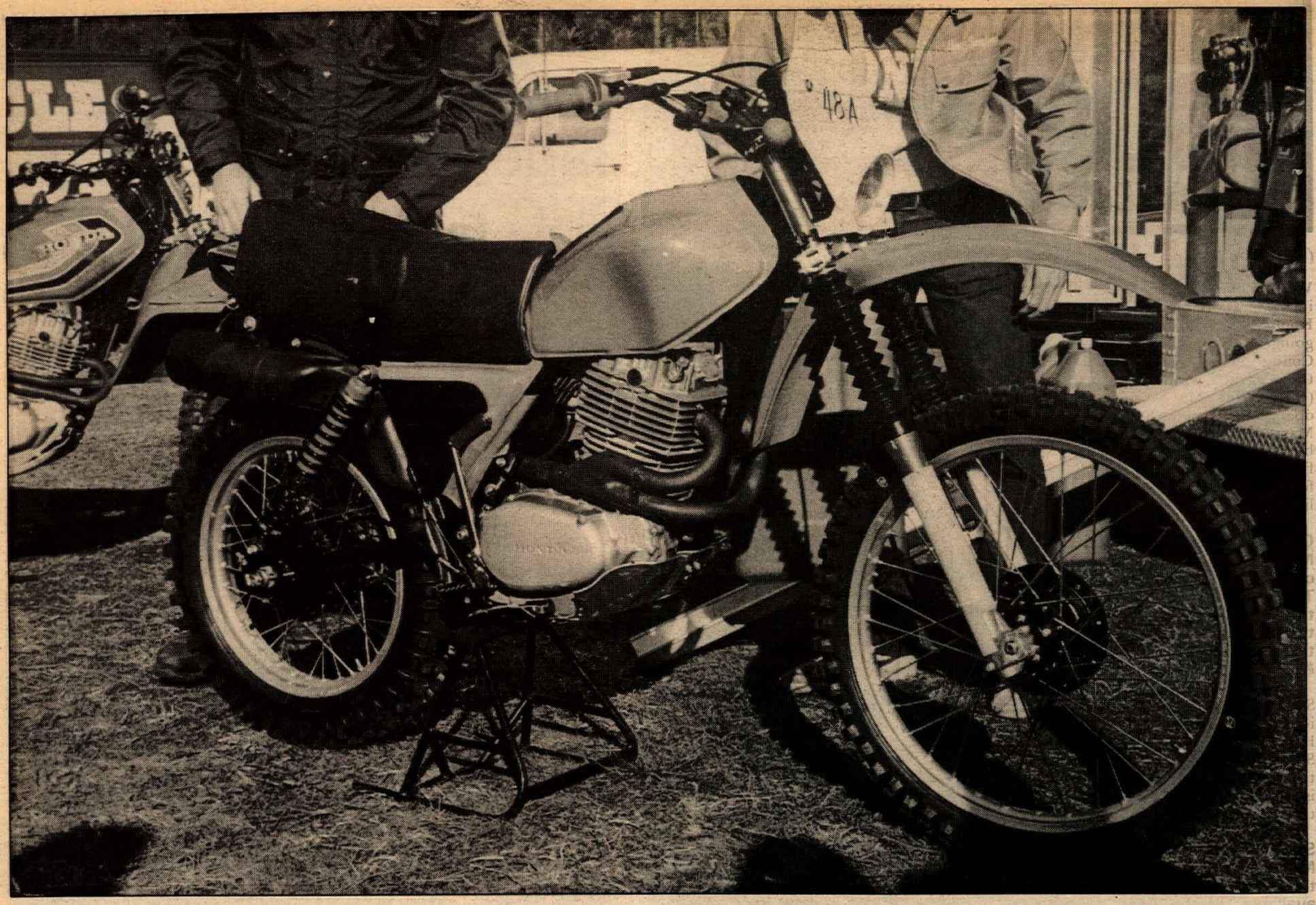
The 200cc and under Novices and Beginners proved to be action filled as always. Out front on the first lap was Yamaha of El Montes's Reed "Valve" Johnson with Dean Checkos right on his rear fender. Trying to overtake Johnson, Checkos got off and into a huge bush. After remounting his Suzuki, Checkos made an attempt to continue but threw a chain and retired for the day. Johnson lost the lead about three quarters of the way through the race with Lorne Crawford taking over until the finish. Crawford has been getting hot in the CRC desert action lately and showed his versatility by his win today.

In race five, Leon Price (400 Yam) took an early lead in the Junior and Senior event only to lose it on the second lap.

Gary Shell (Suz) and Ed Shenault (Hus) made the race interesting by mixing it up for the lead with Shell coming out on top at the end.

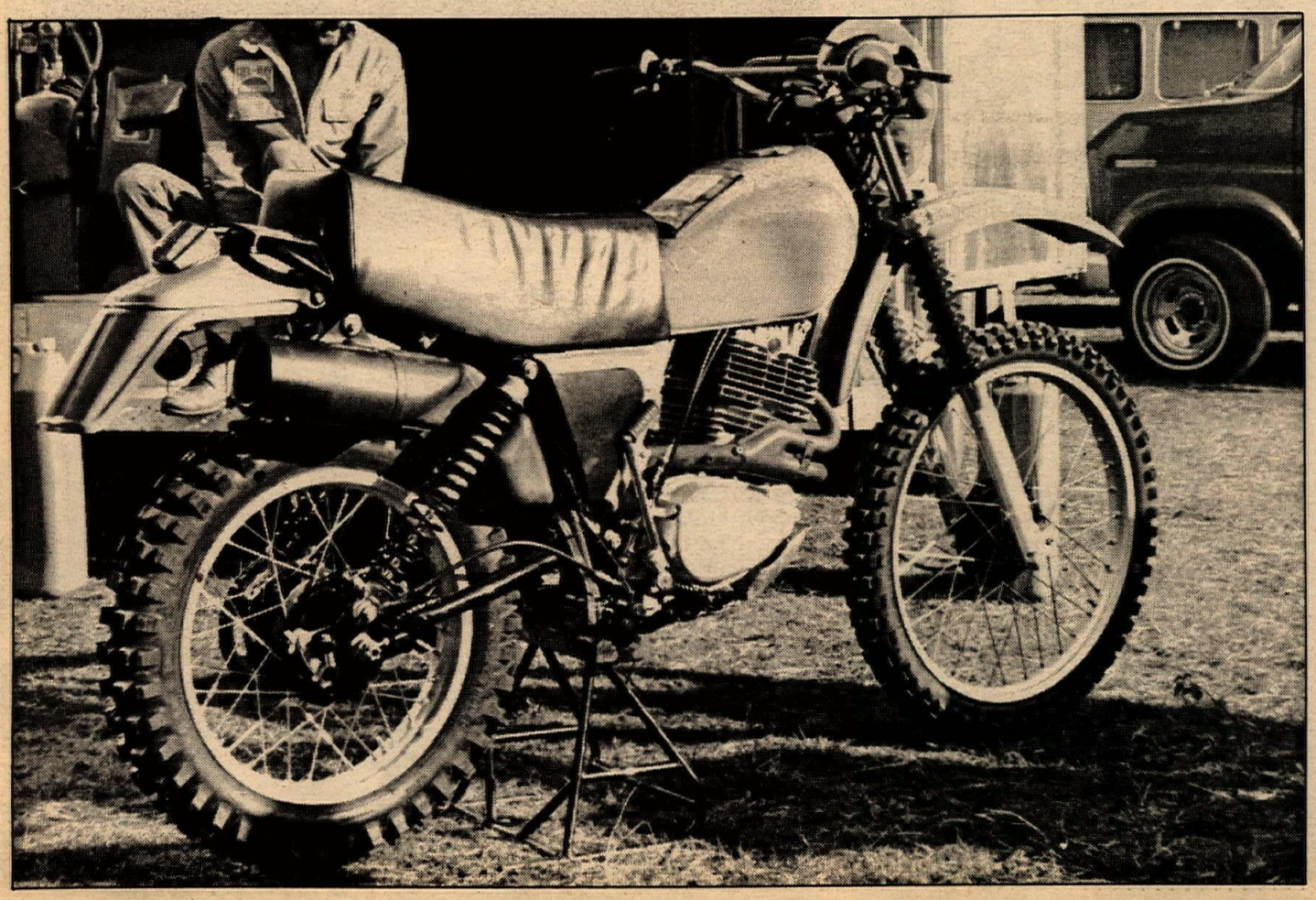
Naturally Easter weekend would not be the same without an appearance from the Easter bunny. Sodbusters M.C. President, Big Red, made his annual transformation and jumped into his bunny suit to race. He may not have won but he sure helped to lighten CRC'S Dr. Pepper GP. ●





Honda's 498cc protothumper

Honda unveiled their answer to Yamaha's TT500 at the March 19 AMA National Championship Enduro in South Carolina. The overhead cam, four valve, twin exhaust port, four-stroke is basically a "grown up" version of the XL250S. The bike is said to have a displacement of 498cc. Honda Research and Development in Japan is preparing a special motocross version of the enduro engine for multi-British champion John Banks to drop in to one of his Merlyn Racing-prepared frames and ride in the Grand Prix and British Championship events this year. Honda is presently fielding an American Enduro team composed of riders Rick Munyon, Don Sanford and Mike Hannon with Bill Bell handling the mechanical chores and Bob Nichelson serving as team manager. Sanford rode the 500 in the S.C. Enduro, finishing out of the top overall places. Photos by Jack Mangus.



THE LATEST POOP BY PAPA WEALEY

(Continued from page 2)

We won one! After four years of fighting, paperwork and court procedures, Knob Hill Ranch in Pescadero, CA is going to the public. The San Mateo County Planning Commission OK'd the park, which will re-open (hopefully) May 1 under new operation by Golden State Enterprises. Many restrictions were set on the park, but Larry Kleist, one of the head fighters for the park, noted that in a few years all restrictions are likely to be lifted or revised.

Chuck Hanson of Moto Meister, a Maico-only shop in Signal Hill, CA, called Papa to let him know that Tim Lunde will now be riding under the Maico rider support program through Moto Meister. Lunde is the Continental Moto-sport Club's #1 250 Pro rider in '78

Some dumb caption writer incorrectly identified Bassett rider #22 in the Houston Supercross coverage as Rex Staten. Papa says he didn't do it; the true culprit won't 'fess up. Number 22 is Mickey Kessler. Everybody knows that.

Save money at Alpha Beta Markets. That's where discount tickets valued at $1 each will be available for the AMA 125/250cc National MX at Racing World in Trabuco Canyon, CA on Apr. 16. Regular admission is $8; Alpha Beta discount tickets take a buck off the top.

DG Performance Specialties will present the Racing World 125/250cc AMA National MX along with Tri-Cross Productions. More info is available at 714/581-6400 or 213/686-8112.

Toyota Tower Jump point standings: 1. Jimmy Ellis (12), 2. Marty Tripes (6), 3. Marty Smith (4), 3. Danny LaPorte (4), 3. Warren Reid (4), 3. Edward Jones (4), 7. Broc Glover (3), 7. Gaylon Mosier (3), 7. Mike Bell (3).

The correct phone number for those seeking information about the Sunland Shamrocks' Two Day ISDT Qualifier at California City, CA, on Apr. 22-23 is 213/363-2371.

Manning Racing, promoter of Southern California road races, announced that their Cafe, Superbike and Four-stroke GP classes have been split into three displacement catagories: 500cc, 750cc and Open. Their will also be a Box Stock class, utilizing AFM rules. These new classes take effect at the Apr. 9 race at Willow Springs. Manning Racing is also looking for flagmen; contact them at 213/842-7433.

Zap Motocross, promoters of Northern California motocross events at Carnegie Cycle Park and Knob Hill Ranch, are not associated with American Motocross Enterprises. Their events will run under Continental Moto-sports Club sanction. ●

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Desert Hotline

Kem Park finished first overall Novice, leading all the way.

Bill Burnam staves off another rider in the desert near Red Mountain.

From left to right: Tom Schell, Brian Wright, Bob Balentine and Brad Henson.

PHOTOS BY GARY LAUDIG

Balentine blasts AMA D-37 hare scrambles

By Gary Laudig

RED MOUNTAIN, CA, MAR. 25

Working up from a bad start, and passing in the hardest places, Bob Balentine powered his white KTM to another overall win.

Flying down the roller coaster fireroad and then into the canyon mouth, Yamaha pilots Heath Hibbard and Brad Henson were so close their footpegs were touching. As the trail merged into one, Hibbard took a slight lead. Bill Becker (Yam), Benny Padilla (Yam), Ed Zarp (Yam) and James Lawrence (Hus) blasted down the canyon; all would be dodging rocks very shortly. Balentine was running about 12th at the time.

Knowing how the course was, it seemed the KTM pilot would be eating lots of dust. The course intercepted the vee where the two washes meet. Turning left, Henson had the lead and started opening it up.

Nobody was eating dust like Bruce "Big O" Ogilvie. He and Gregg Thomas hit a mining excavation almost simultaneously. Bruce took off dead last; well almost. Gary "Hawkeye" Charters did a big endo on the bomb and came through about a minute after Ogilvie. The race of the day was between the third and fourth spot, Tom "Roadrunner" Schell, Brian Wright of Yamaha International, Lee Sheffers, Max Eddy and Bill Becker were as close as a closed fist heading up the rocky uphill then down the long stretch behind leading into the last wash segment. Tony Greaves had passed James Lawrence as the wash curved to the right then Tony set his sights on Chuck Pettigrew. Just as the little outhouse on the prairie by the track came in view, the racers had a handful working their way through the pinnacle deposits.

Balentine had passed all but Brad Henson. Brad mis-read a line of lime in the pinnacles and took off to the right. Hearing the roar of the KTM, he looked around and saw Balentine heading for the tracks. Making an about face, Henson took off after his fleeting overall.

Joe Lockhart was trailing the fast Kenny Dodd but when the wash emptied out into the flats, Ken got carried away and a rock put a dent in his act and a new Trailbike in the lead — Lockhart. Mark Cartwright, riding out of the Eric Jenson Super Cycle Shop, bird-dogged Morris Norman through the pinnacles, across the tracks and into the super fun flatland wash.

Back in the pack, three Seniors were having a ball: Jack Froelich, Marv Van Sickle and Bruce Lewellyn. Charlie Hermansen was 10 bikes ahead of the rowdy bunch; Dick Camp on his T&O-tuned scoot was seven bikes in front of Charlie, but the leader of the feeble folk was Ron Bebo at 19th overall.

James Vincent had no idea he was running first C (175cc) Expert again. He also didn't know motocrosser Jeff Blix was hot on his tail, rear flat and all. Blix, riding for Al Baker, was outdoing his sponsor. Baker never really got it together but the four racers wearing his jerseys made a good account of themselves. Art Knapp didn't recognize the pie plater on his rear fender — Jeff Kirk, back from a long layoff was doing real well when the course shot up the long, narrow wash/road.

Chris Gray, working on his third consecutive 250cc Amateur win, flew down the road leading off into the rollers next to Trona Road.

By this time Ogilvie had powered his Harley into 24th; Charters replaced a shifter and worked his sick Maico into 38th.

Trudy Beck and her trusty AAA Husky were not doing as well as last week (22nd overall) but she was ahead of fast-moving Sheila Hopkins. The next girl was white-leathered Winona Richardson, unaware she had the number one enduro girl, Diane Blauer, nine bikes behind her.

As the dust line of the Novices and Beginners crossing the valley for the first time came into view, Balentine, having a hell of a time with his Baja suspension, hit the second wash-crossing, flew through the air sideways a good 20 yards. The back wheel of the KTM touched down and corrected itself, with a ltitle help from Bob. Soon Henson could be heard and the 250cc leader made the same identical jump as Balentine; both scaring the heck out of a pucker bush beside the trail and me.

Steve Lindsey had a good ride going chasing Jeff Blix across the desert, diving into the wash that goes left toward Charlie's Place. Hanging a hard right, the two racers disappeared over the rise when Steve Nicholson exited the wash just ahead of a couple of racers who swapped positions all day: Rog Tubeaux and Mark Cotter. Scott Postma had screaming C biker Jeff Robbins on his tail. Postma knew he had second 250cc Amateur under control and gassed his mount through the whoops, with Rick Shirey, Jody Belknap and Jay Orendorff close behind. Rick Davis, running second C Amateur, was making all the dust for Belknap. John Boy Lawson saw a person in front of him with leathers reading HALLS ASS (Garry Hall). Lawson, riding on a rear flat didn't have time to laugh, only maintain some sort of control.

Buzz Moeller, Steve Barklow and Gary Fredrickson fanned out as the course headed up the old bomb run at the end of the Searles. Joe Wilson and Marty Rider were soon to follow.

By this time Balentine had cleared the rollers, turned right and was heading along the base of the mountains just before the canyon entry. Turning right, Bob shot up the high banked canyon, casting a glance over his shoulder to see if Henson had made up any time. Assured of no apparent threat, Bob rode high on the banks enjoying the remainder of the race. Ridge-running for a short distance the ribbon turned the racer left, down the narrow canyon and across the valley basin to the knoll for the last time. Pumped with adrenalin

and pride, Balentine screwed the throttle to the stop and headed for the crowd waiting eagerly at the finish line. Soon Brad Henson cruised in, losing his overall win streak but still keeping his class win streak intact. Moments later, the race of the day came to an end. Brian Wright, hounding "Roadrunner" Schell all day, finally powered his Yammie by for second 250cc Expert; Schell took a happy but tired third.

Novice/Beginner

Kem Park on his Torco-sponsored Husky 250 wasted no time in taking the lead. Ex-trailbiker Juan Benividez was running second overall, second 250cc as the bikes funneled down the wide wash. Steve Brookshire was trying to close the distance on Open bike leader Adrian Ahuero. Clearing the winding trail through the high rocks in the wash, Bill Conger and Dan Ashcraft opened up their bikes and flew through the smooth section just before the vee. Rick Beck was the temporary C bike leader; his pal Keith Tullar was two bikes back as the racers cleared the wash.

Rounding the righthand sweeper Bill VanderByl, Jeff Moeller and Brad Hunsinger had the first white striper Tim Saueressiq in pursuit. Upset with the whoops, Blair Swallow and Fred Trevert entered the rock strewn mouth of the wash. Clearing this, Bob Bauman and Lou Ortali shot through the cross country section before the pinnacles. Trailbike leader Bob Ishman was next with no one near to challenge.

Park had exited the opposite canyon and was heading across the valley floor for the pits. Streaking across the bomb section, Jim Short, Wayne Langner and Jesse James turned left up the wash and vanished. Never looking back, Park led the pack from start to finish doing the second loop in fine style. Penetrating the Amateur/Expert ranks at 68th overall, Park is ready for a yellow stripe in the mail. Brookshire took second unchallenged, while Benividez capped off the third spot. "Crash" Conger was the Open champ at fourth.

The Huevos award goes to Bruce Ogilvie coming from behind to finish 10th overall. The determination trophy goes to Jeff Blix, finishing first C Expert, riding a wiped-out rear flat sans a few spokes the whole race. If you liked the race thank Cutacross Shorty and Ben LeFebre, referee. Thanks to Rescue 3 for their outstanding job as usual. ●

Results

OPEN EX: 1. Bob Balentine. 2. Chuck Pettigrew. 3. Ed Zarp.
OPEN AM: 1. Lee Sheffers. 2. Steve Nicholson. 3. James Lawrence.
OPEN NOV: 1. Bill Conger. 2. Tony Epperson. 3. Mike Kimberling.
250 BEG: 1. Tim Saueressiq. 2. Chuck Sickler.
250 EX: 1. Brad Henson. 2. Brian Wright. 3. Tom Schell.
OPEN AM. 250: 1. Chris Gray. 2. Scott Postma. 3. Chuck Hermansen, Jr.
250 NOV: 1. Kem Park. 2. Steve Brookshire. 3. Bill VanderByl
250 BEG: 1. Ken Lesser. 2. Dave Paiment. 3. Gordon Burton.
C EX: 1. Jeff Blix. 2. James Vincent. 3. Jody Belknap.
C AM: 1. P. Cain. 2. Rick Davis. 3. Joe Wilson.
C NOV: 1. Keith Tullar. 2. Rick Beck. 3. Fred Trevet.
C BEG: 1. Mike Bird. 2. Tom Willis. 3. Mark Day.
TRAIL EX: 1. Joe Lockhart. 2. Kenny Dodd. 3. Karl Miller.
TRAIL AM: 1. Pat Farris. 2. Dean Meltzer. 3. Mark Davidson.
TRAIL NOV: 1. Bob Ishman. 2. Oren Beck. 3. Tim Sinclair.
SR. OPEN: 1. Ron Bebo. 2. Dick Camp. 3. Charlie Hermansen.
SR OPEN AM: 1. Keith Soesbe. 2. Tom Estep. 3. Dick King.
SR. OPEN NOV: 1. Bob Stats. 2. Tom Margan.
SR. 250 EX: 1. Dick Burley. 2. Earl Roeseler. 3. Earl Carpenter.
WOMEN'S EX: 1. Trudy Beck. 2. Sheila Hopkins. 3. Winona Richardson.
SR. C EX: 1. Bill Stewart. 2. Ron Milligan. 3. Chuck Alexnder.

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CAN AM: This is the most powerful 250 engine going. They are the result of years of power development and are made right next door.

KAWASAKI: The KX 250 Kawasaki has the largest transfer port area of the new generation of bikes and has a tremendous potential as a winner.

I did not mention Yamaha, Harley Davidson, Bultaco or Ossa because we already know they are proven winners. Any of these 8 engines are ready and willing to win a National Championship. What I am trying to say is -- let's get to work. I for one am tired of seeing 1 or 2 brands win every time, aren't you? If I left out your brand, don't despair, there are 4 more just as good as those noted.

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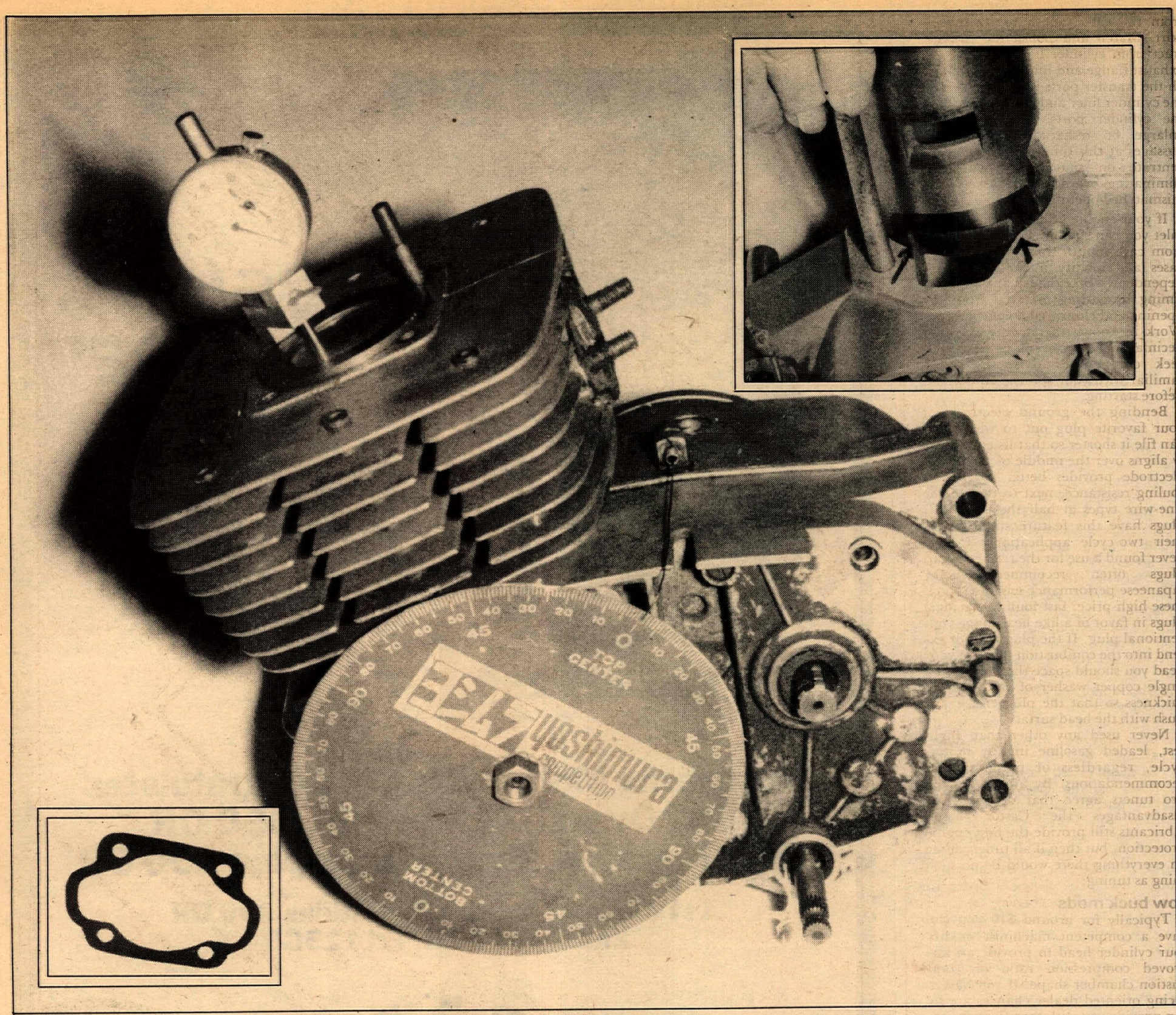

A little bit of time spent changing gaskets can alter your engine's performance characteristics.

Low buck/no buck two-stroke performance modifications

By Jim Saddlemire

Chances are if you have the desire to improve the performance of your two-cycle motorcycle you can. A minimum of mechanical experience, basic home tools, and an understanding of methods to be considered combined with a minimum of cash outlay can produce very respectable performance improvements. Start with a perfectly clean motorcycle and a copy of the shop manual for your machine. Needless to say your engine must be in a good state of repair before modifications are made. If you need a rebuild you can do this, and modifications which apply, at the same time while the engine is apart.

No buck mods

Sometimes less is more, for instance where the head gasket of an engine can be reduced in thickness to increase compression. In certain cases the head gasket can be entirely removed and a thin even layer of silicone sealer used in its place. This is very effective when the sealing surface of the head has one or more grooves cut into it. Others may require you to find or make a suitable replacement of the desired thickness. Most engines of similar displacement have some interchangeable parts. This is particularly true of Japaneese brands, where most share the same bore and stroke dimensions for a given displacement. Many twin cylinder models are the same as two singles, a 250 twin being two 125 singles and a 350 twin two 175 singles, etc. Stud patterns of cylinders are often identical even disregarding displacements, thus there are many interchangeable head and base gaskets among these machines. If you must make new gaskets do so from like materials. Copper is preferable for head gaskets. Aluminum, like that used for home siding or chimney flashing, is also good.

Lowering the cylinder into the cases by using a thinner base gasket can provide significant low-mid RPM improvements. When the cylinder is so lowered the exhaust and transfer port timings are altered while compression is increased as the piston now rises higher in the bore, decreasing deck-height, which is that distance from piston top to cylinder top at TDC. This mod is particularly useful when preparing a peaky motocross machine for a winter of hare scrambles.

Spacing the cylinder higher with a thicker gasket, multiple gaskets (not over three thin ones) or a spacer-gasket sandwich raises the exhaust and transfer ports for increased breathing at higher RPM. Compression is reduced in this instance because of the resulting lower deck height. This requires a correspondingly thinner head gasket to maintain or increase compression.

Filing the top edge of the exhaust port and the intake skirt of the piston can be used in this juggling act to get the desired inlet and exhaust timing. Be very careful when performing any of these modifications to maintain safe operating clearances, particularly connecting rod to cylinder liner and piston to cylinder head clearance. Maintain a minimum of .010 deck height. Don't raise or lower the cylinder more than .020 on your first try although it may be possible to alter these .040 to .060, depending on your machine. Don't cut over .040 from the intake skirt of your piston or remove over .010 from the top of the exhaust port in your early experiments. Don't touch the ports at their cylinder opening if your cylinder is a chrome-lined one as you may cause the chrome to start peeling.

Match and polish the inlet tract

from the carb mouth to the piston skirt. Match and polish the exhaust tract from cylinder liner through the exhaust flange and into the pipe. Match the transfer ports from the cases to the cylinder liner and from the cases to the cylinder ports. Do not try to enlarge or reshape any of these passages at this time, but rather concentrate on smoothing them and eliminating overhanging gaskets and mismatched openings.

If your engine utilizes a rotary valve inlet you can streamline it's inlet tract from carb mouth through the engine cases and modify intake timing independently of exhaust and transfer timing by cutting material from the opening and closing edges of the valve. Work in known increments of either decimal inches or crank degrees, and seek competent advise by those familiar with your specific equipment before starting.

Bending the ground electrode of your favorite plug out to where you can file it shorter so that its end exactly aligns over the middle of the center electrode provides better spark and fouling resistance, next to that of the fine-wire types at half the price. AC plugs have this feature standard on their two-cycle applications. I have never found a use for the retracted gap plugs often recommended for Japaneese performance engines. Ditch these high-price, fast fouling (racing?) plugs in favor of a like heat range conventional plug. If the plug threads extend into the combustion space of your head you should space the plug with a single copper washer of the required thickness so that the plug end is just flush with the head surface.

Never used any other than high-test, leaded gasoline in any motorcycle, regardless of manufacturer recommendations. By and large, top pro tuners agree that despite their disadvantages the Castor based lubricants still provide the best engine protection, but then if all tuners agree on everything there would be no such thing as tuning.

Low buck mods

Typically for around $10 you can have a competent machinist modify your cylinder head to provide an improved compression ratio or combustion chamber shape. If you have a racing oriented dealer chances are he can provide you with specifications for just such a modifiction. If your spark plug is recessed inside it's tapped opening into the combustion chamber now is the time to have the amount required to bring it flush with the chamber machined from the plug gasket sealing surface.

Many larger replacement carbs are simply bored versions of the same castings with corresponding metering increases. Determine if you can bore your carb by comparing it to a like model of the size desired. Most 30, 32 and 34mm carbs are machined from the same casting, as are most 36 and 38mm carbs machined from the next larger casting. Boring your carb should cost around $10.

The most effective procedure at minimum cost to either increase overall speed *or* acceleration (pick one) is to increase (for speed) or decrease (for acceleration) the tooth count on the countershaft sprocket. This typically costs around $5.

I have purposely refrained from complicated, costly or specialized modifications particularly concerning resonant tuning of the intake and exhaust, to favor simplicity for the beginning tuner. Hopefully success and satisfaction in early tuning ventures will lead those so inclined to seek further knowledge. I would recommend the purchase of H.P. Book's *Two Stroke Tuners Handbook* by Gordon Jennings. ●

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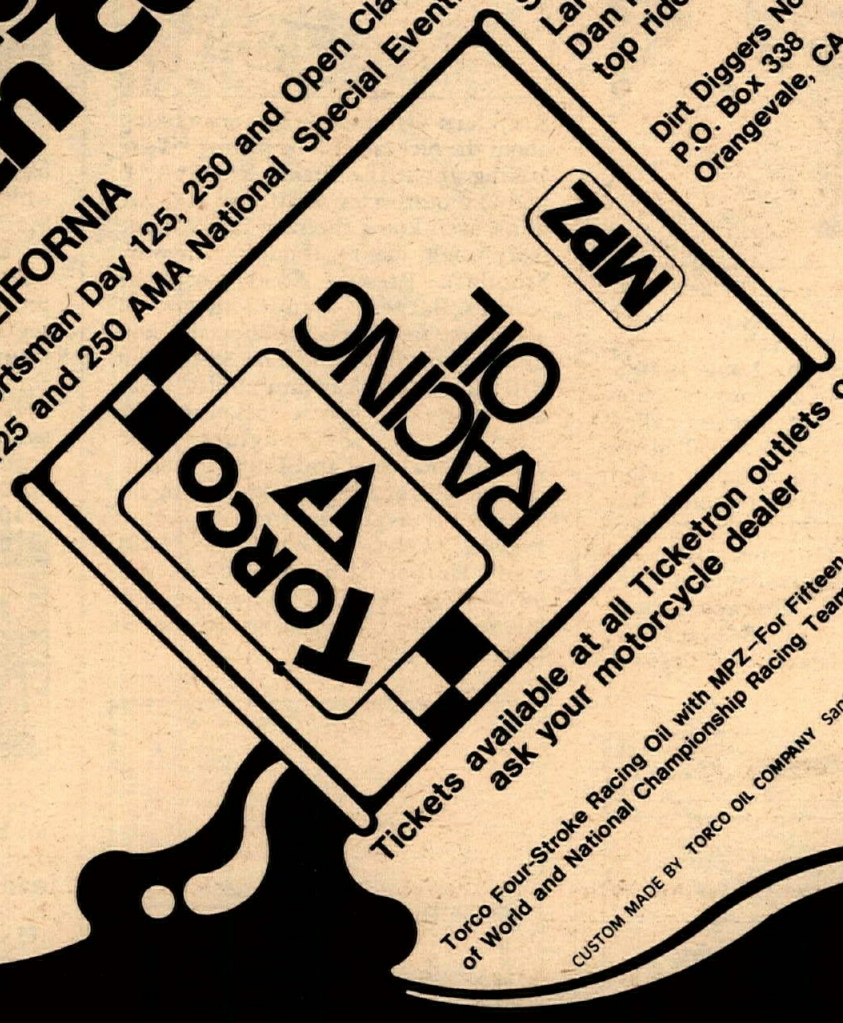

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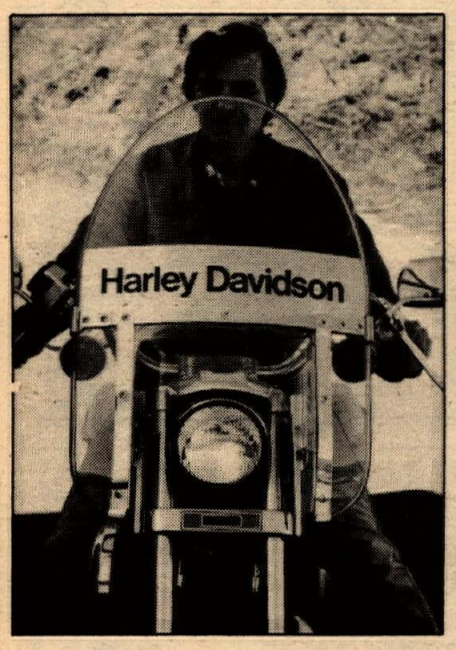
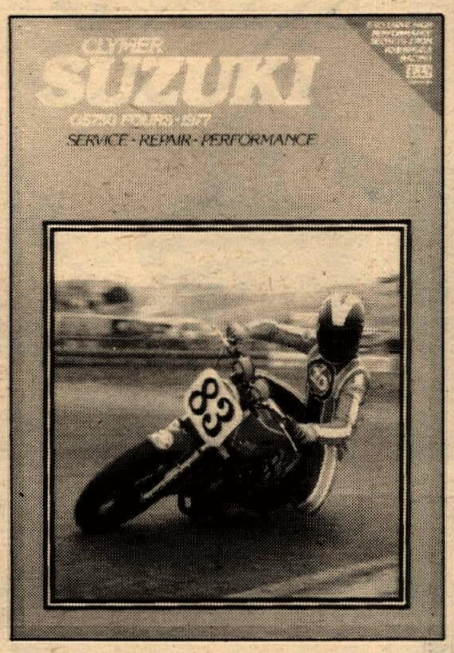
Leather, long considered the best road rash preventative, is being challenged by DuPont ® and Schorr Strong Industries of Baldwin, Long Island. Their challenge is in the form of a line of sportswear for motorcyclists called "Mean Streets." Using a 50/50 blend of "Kevlar" 29 arimid and nylon bonded to demin, the material has held up better than leather in abrasion and puncture resistance tests. Look for "Mean Streets" to be available in June. In the meantime, contact Schorr Strong Industries at 784 Merrick, Baldwin, Long Island, NY 11510, 516/223-4655.

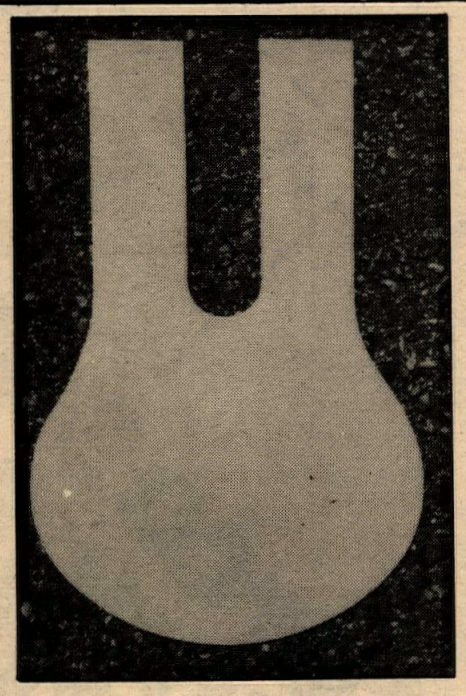


Cycle Shades are a new idea for dressing up your motorcycle or any other vehicle you might own with the name of your favorite brand of motorcycle. The shade is designed to present a mirrored surface from the outside while remaining transparent for complete visibility from the driver's view. Cycle names are imprinted in transparent ink. BMW, Harley-Davidson, Honda, Kawasaki, Suzuki and Yamaha Cycle Shades are available in a variety of colors and are priced from $8.95 for motorcycle fairings to $14.95 for pickup rear windows. Additional information may be had by contacting Cycle Shades, Dept. CN, 9 Bronco Lane, Canoga Park, Cal. 91307.

Keep Suzi together. We're not talking about the nice lady in the picture. We're talking about the Suzuki RM125A, B and C motorcycles. Matter of fact, we don't even know the nice lady's name (sure would like to, though). Anyway, Standard Pressed Steel Co., the world's largest manufacturers of aerospace fasteners, announced a new SPS Racing Bolt Kit. The 38-bolt kit will include titanium bolts with aircraft-quality metric locknuts. The titanium is 50% lighter than conventional steel and 150% stronger, say the folks at SPS. The kit, selling for $32.95, is available from Standard Pressed Steel Co., Dept. 2865, 2701 South Harbor Blvd., Santa Ana, CA 92704, 714/545-9311. Titanium bolt kits for other bikes will be introduced later in the year.

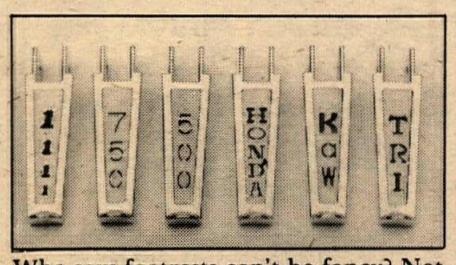


Clymer Publications has just released an all-new repair manual covering the Suzuki GS750 Superbike. Besides general maintenance and overhaul coverage, the book features an exclusive high-performance "how to" section with tips from the experts at Yoshimura Research and Development. The 156-page book includes hundreds of large photos taken during a complete tear-down at the Clymer shop/studio. Resulting step-by-step procedures take the reader through all phases of troubleshooting, repair, rebuilding, and performance modifying. Send $7.95 to Clymer Publication, Dept. CN, 222 North Virgil Ave., Los Angeles, Cal. 90004 for your copy.

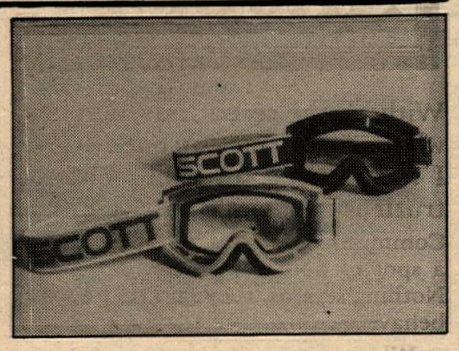


The latest in space age technology was used to design this flying key hole which can also be used as evidence of Martian footprints in the parking lot or a number plate/cable keeper in placer. We suggest that you try the latter and mount it on your bike. The integral strips can be shaped to any configuration to route the brake and throttle cable in a safe and easy manner. The $4.95 Pro Plate remedy is simple and effective. For more info write: Limatour Corp., Dept. CN, 4539 Hamilton Blvd., Allentown, Pa. 18103.

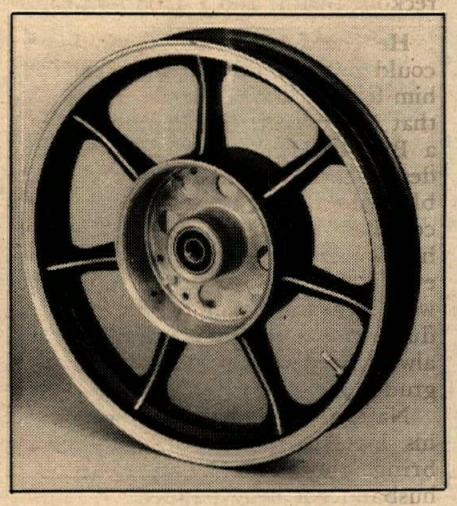
Get a grip on a problem that bothers a lot of riders: Cramps in hands, wrists and arms after hard, get-the-gas-on riding. The source of the problem may just be the handgrips you use. Just as riders prefer different types of palm padding in gloves, they also prefer different grip compounds. J.T. Racing has come up with a simple round grip in four compounds from super soft to extra firm to suit every riding style. The "back to basics" Grip is color coded and, with use, will gradually conform to the contour of your hand. J.T. Racing accessories are available in most shops or by contacing J.T. Dept. CN, 303 West 35th St., Suites C & D, National City, Cal. 92050.



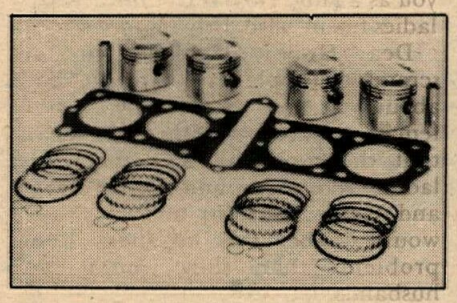
Who says footrests can't be fancy? Not Drag Specialties. They have 20 different styles to choose from including the six pictured. The heavily chromed footrests are supplied with inch, and inch and a quarter clamps. Suggested price is $12.50 per pair. Check out a dealer who handles the Drag Specialties line of accessories or contact Drag Specialties Inc., Dept. CN, P.O. Box 9336, Minneapolis, Minn. 55440.



From Sun Valley, land of the beautiful people, the skiing jet-setters, comes word of a fantastic new high performance goggle. Scott, the friendly folks who just got Preston Petty's high performance plastic pumping and production equipment. They've got the new Model 159, which features high impact and scratch-resistant clear Lexan lenses. Model 159 will come in both yellow and red frames, with matching strap and new logo. The retail price will be $15.95 and the goggles will be available to distributors March 15, 1978. See your dealer sometime after that. Scott goggles are also suitable for skiing bikers.



High speed rotational casting of the aluminum Melber mag style wheel is advertised to eliminate defects of wheels cast in conventional manner. Melber further improves their product with a unique method of casting the brake drums directly in the wheel to avoid the possibility of errors and potential heat damage of a weld-in hub. A chemical seal process is employed for assurance ofno air seepage. Wide rim contours will accept oversize tires in either tube or tubeless models. The wheels, which fit all major Japanese brands, retail for $299.95 per pair. Have your dealer contact Accessory Distributors, Inc., Dept. CN, 175 Fair St., Palisades, Park, N.J. 07650.



Distributors of the Beck/Arnley line of accessories now have available forged big bore piston kits for the Honda 750. The kits, supplied in 811 and 836cc models, contain forged pistons, rings, pins, locks, matched heavy duty head gaskets and instructions. All you do is re-bore, put it together and move out.

SCRAMBLIN' AROUND

With all the recent rain outs and what all going on, no one realized I was missing for a bit, but the truth is I was up on the hill in Community Hosptial for 26 days with a spot of bother with the old ticker. Nothing serious, they said, as long as I behave...

What brings all this about is that while I was up there resting to get my heart in shape, I didn't know the racing scene had lost Don England to a heart attack.

Donald, Hope and I go back a long way. I feel I should write about him. He was devoted to TT racing, coming out of the "old school" of racers and was a Gripsters for a long time. TTing was where it's at with Don, which made us kindred spirits.

It would be hypocritical for me to say that Don England and I were the closest of buddies. We weren't. There were times we didn't even like each other. But we did manage to get along and there was always communication between us. He was a force to be reckoned with, and I liked him for it.

He could be so bloodyminded he could put you up a tree, and I liked him for that too. I happen to be a bit that way myself. Bloodymindedness is a British Army term quite hard to describe. It has nothing to do with bloodshed but with a person's complete independence, marching to his own drummer and doing it his way even if everyone else does it some other way. It's stubbornness, devotion to duty and outright cussedness; it's always used with respect, albeit a bit grudgingly.

Naturally we'd have our words, and his lovely wife Hope could always bring about the peace when her husband got heavyhanded. Watching her go through the opening thoes of Huntington Beach while getting further along in pregnancy was watching a superior lady at work. Southern ladies have a certain something about them — which brings up another story about Don.

He was Southern too, of another generation, and it brought about one of our squabbles. He made a rule of no women in the pits.

As a working reporter and a scrambles racer at the time I belonged there. No, said Donald, you can write your story just as well from the stands.

Don did change his mind. Hope soothed me with, "Maureen, you must remember Donald is a Southern gentleman, and he always thinks of you as a lady. He has trouble acceptin' ladies fussin' with dirty motorcycles."

Dear Hope, all of us who are scrambles people have thought much about you and your family. It's not female chauvenism either when I say that the racers all love the "track ladies" like Hope and Dot (Fortune) and Grace (Burton) and very often would rather talk to them about problems than they would their husbands.

He did much for our sport and gave a lot until finally he gave it his life. I'd like to think he was being bloodyminded that day and would be out there working on that track come hell, highwater or a previous coronary. He'll be missed.

Maureen Lee

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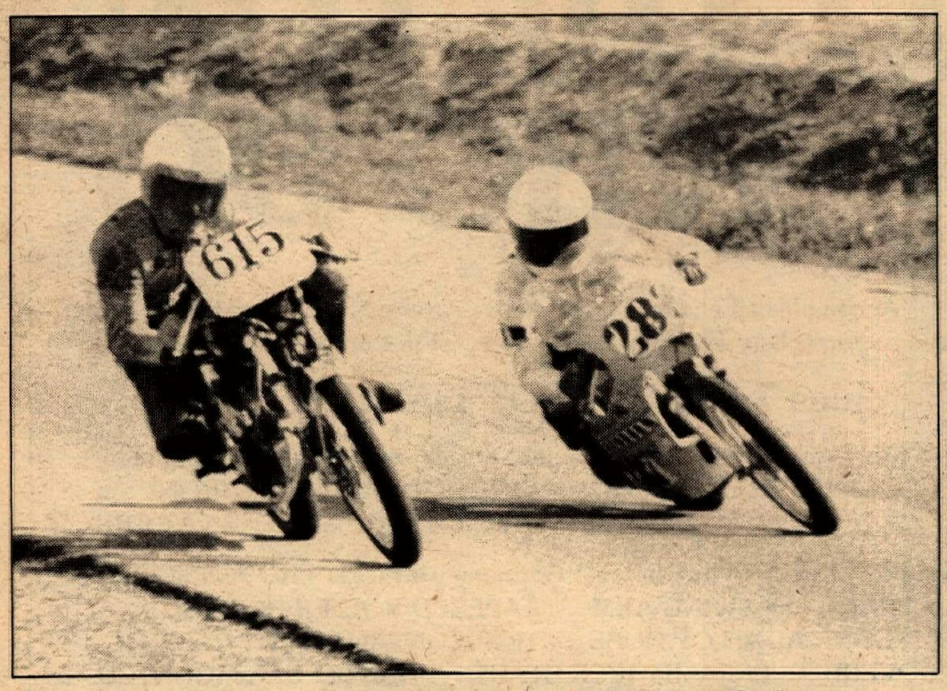

PHOTO BY DORAY WIGGINS

Pete Tsumara (615) and Darren Penrod dice at AFM Willow Springs.

Mark Lawrence (1) takes the flag, winning the CRC 125cc Pro class.

PHOTOS BY TOM CORLEY

Jamie Sinbund (13) and Lenny Giger (7) are among the combatants at CRC.

Klinzmann wins Open GP at AFM Willow Springs RR

By Doray Wiggins

ROSAMOND, CA, MAR. 19

Fantastic weather greeted AFM road racers returning to Willow Springs International Raceway for the first time in many years.

Three hundred-ninety entries caused missed practices for some racers due to long sign-in and tech inspection lines.

Racing got underway about 1:15 p.m. with Larry Huffman announcing. There were 41 entries in the Box Stock class. Syd DeSoto led for the last few laps, only to be disqualified for illegal tires on his 850 Moto Guzzi. Lee Fleming took first on his KZ-1000.

Pete Tsumura and Darren Penrod really had it out, changing places several times on the 50-100cc GP and 200cc Production class. Tsumura took first in 200cc Production, with Penrod first in 100cc GP.

Fifty-nine entires made traffic in 410cc Production hectic to say the least. The first couple of laps, first place was heavily contested. Ed Toomey settled into a comfortable lead, the following finishers dealt with traffic.

Gennady Liumbimsky and John Glover battled it out in 250cc GP, with John Gidney third.

Whitney Blakeslee took an early lead in 601-Open Superstreet. Billy "The Bullet" Addington poured it on and caught Blakeslee entering turn nine, then halfway through the race, with Addington leading, Whitney pulled into the pits with an oil leak.

In repeat performance, Wally Karpynec beat Gordon Seim in 250cc Production. John Chermak took third.

Several crashes in turns one, three, and nine during the 600cc Superstreet race and the previous race kept the ambulances busy. Harry Bresach red flagged the Superstreet race on lap five, with Steve Schrader finishing first.

The sunshine was fading late in the afternoon, and apparently the decision was made to run the four Sidecar entries without an ambulance. A good start for the team of Gary Gipe and Pete Essaff gave them the early lead. Wayne Lougee and Randy Hough got a poor start, and had trouble with a fuel pump, but later found the horsepower on the straight to win the checkered.

The ambulances returned and the 500-Open GP class took off with Billy "The Bullet" Addington out front on his Yoshimura-prepared KZ1000. Harry Klinzmann was hot on his heels by the second lap on his TZ-750. After Klinzmann took the lead, Billy rolled into the pits with a flat rear tire. Kurt Kritikos was second, and Whitney Blakeslee was third on Lee Fleming's KZ1000 Box Stocker.

A super day of racing, blessed with sunshine hopefully cured the 'go-fast-fever" left over from the winter break. All injured riders were released from the hospital that evening. So let's cool it next race, Sears Point Apr. 2. Don't forget about the Six-Hour coming up at Ontario Apr. 29-30.

Madman Lawrence grabs CRC 125 Pro cash

By Tom Corley

VALENCIA, CA, MAR. 19

With a rare appearance of the sun, motocross racing resumed in hot style. The day's spectacle featured Jack Barbacovi and the California Racing Club and over 300 race thirsty riders in a $1000 purse motocross at Indian Dunes.

These riders were not only enthused about finding a dry track surface but a modified one as well. CRC head Barbacovi stated that the club has never raced here on the International track more than once without some kind of radical course change.

With 15 packed classes, the event lasted from morning to near dusk. There were 26 cranking 125cc Pros on hand for one of the best bouts ever. One man really dusted the pack though, and cashed in with the heavy first place victory. Mark Lawrence was the name in this race and his Crown Cycle-prepared Yamaha was the bike that the rest were forced to follow. This was really the way it was too as the "Madman" dominated both motos back-to-back. Dan Turner turned in the second highest score in each moto and captured second overall. The next three stars were Mike Brown, Willy Simons and Tim Locey.

Results in Results Section.

Steffen, Hailey scramble to Elsinore wins

By Andi Gangewer

ELSINORE, CA, MAR. 18

The Experts were out in droves at the Elsinore Raceway TT scrambles and 10 250cc Experts were on hand to race for the win.

In the first heat of the 250cc Expert class, an old time King of Elsinore, Eddie Beeson, was back to try his hand with the "regulars"and showed them he still has it. Eddie got the lead from the moment the flag dropped and took the win easily. Eddie went straight to the main and left Steve Fortune, Charlie Summers, and Chris Cannon to battle for the second spot. Fortune pulled into second, then in the back corner Summers got by Cannon, then proceeded to pass Fortune to snatch second.

In heat two, Joe Steffen pulled the holeshot and went on to an easy win and transfer to the main.

Eight 250cc Experts lined up to try their hands at the semi which would determine whether or not they would be eligible for the main. The rubber band snapped, and Fortune flew.

Cannon, Summers, and Rob Selvy were involved in their own war of the riders. Cannon was number two but

was pushed hot and heavy by Summers. Cannon held tough and earned a spot in the main along with semi winner Fortune, third place Charlie Summers, Rob Selvy and Dorothy Rowe.

The 250cc Expert main was on the line, and Steffen pulled the holeshot with Summers right behind. Selvy and Fortune were right in there, giving it their best. Steffen and Summers collected first and second and also the rewards at trophy presentation.

Another big class of Experts in the open bikes were ready and raring to go. Rex Hailey was numero uno in the first moto and the two motos to follow.

In moto one, Rick Marquis, and "Elsinore Boy" from way back, held on to second. Rob Morrison was third, keeping usual winner Joel Windham to fourth.

Morrison pulled out in the lead from the start of moto two. Hailey and Windham were wheel to wheel for second. On lap two all three riders were side by side, then on the esses, Windham and Hailey swooped down on Morrison and Hailey swooped down on Windham to finish first.

The final moto was a gut buster for Hailey. He got the jump off the line with Windham and Rob Morrison breathing down his neck. All three riders were riding their best and Hailey was in tip-top shape and chose the right lines and moves, picking up the win in this race and overall.

Results in Results Section.

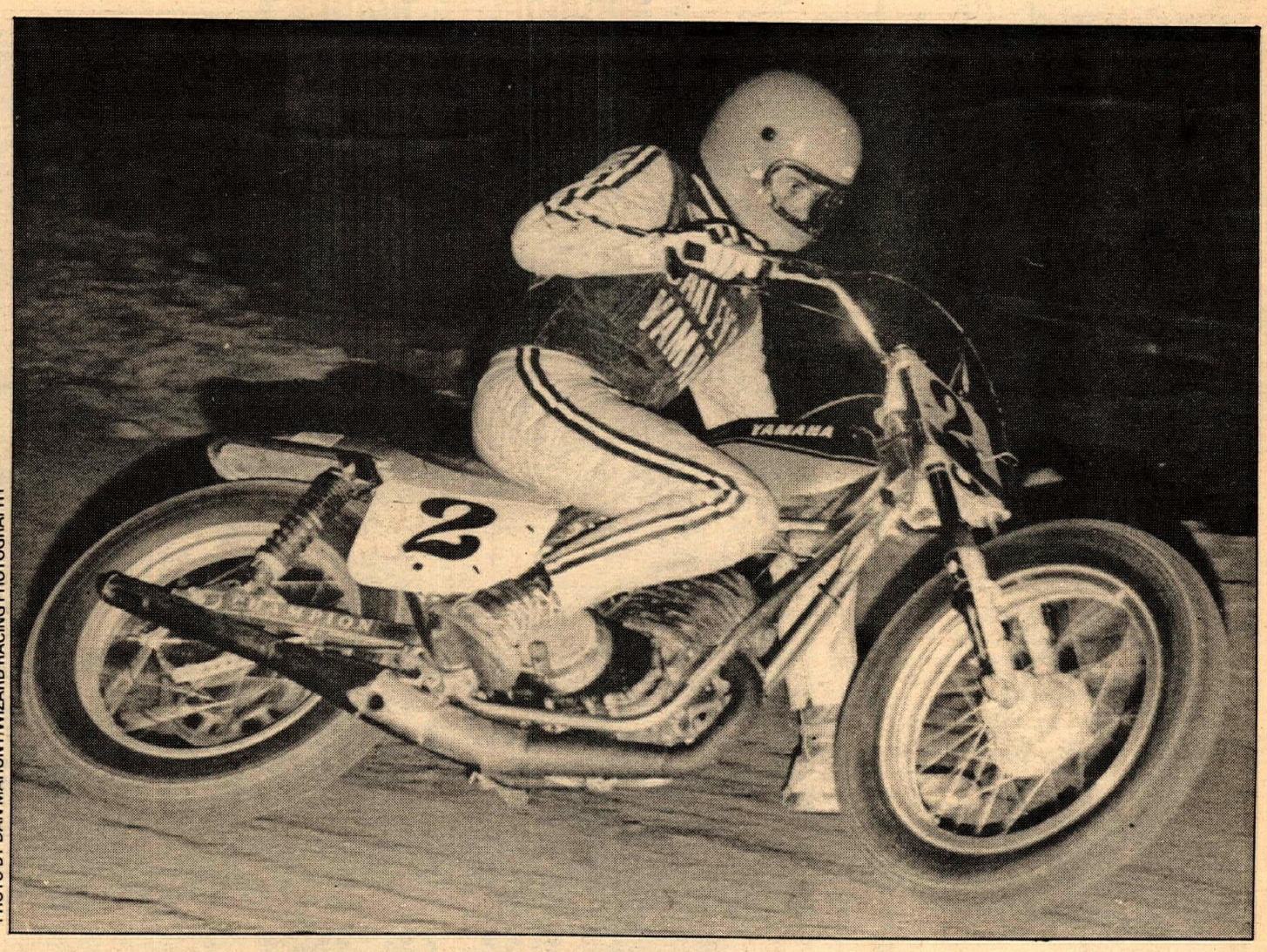

PHOTO BY DAN MAHONY/WIZARD RACING PHOTOGRAPHY

Rex Hailey on his way to a win at Elsinore Raceway's TT scrambles.

Australian champ wins AME Minicross

By Judy Greenberg

VALENCIA, CA, MAR. 17

The riders of the 105cc Open class were treated to their first International competition Friday night, in the name of Derrim Porter of Brisbane, Australia, with the American Minicycle Association at Indian Dunes.

Porter, the 15-year-old holder of the Australian Number One Mini plate, took the holeshot in the first moto on his newly-prepared DG Suzuki. Doug Gentry moved to his side at the tower straight, and took over before they reached the ess. The sharp turns and angles of the mini course were different than Porter experienced before, but by the third lap he was running hot and almost got the lead when he took the inside of the tower turn. Gentry shot off the berm and kept him back. Jack Greenberg's stock Suzuki held third from John McClure until his front wheel hit a rut, giving McClure the edge he needed to get by. Greenberg and David Seekins then put the squeeze on McClure. When McClure momentarily lost control in the hairpin, Greenberg recaptured third. Porter pressured Gentry right down to the wire, finishing half a wheel behind.

The second time Porter tore out of the gate first. Gentry took over in the same place as before, but this time Porter knew his way around. Showing the skill that made him Australia's Number One, he moved back in front. Gentry lost momentum in rough earth, but tried to close in to take it back. It was Porter's race, as he warmed up with each lap, and received a standing ovation from the crowd as he took the checkered, along with a lot of good wishes from his new friends.

Cam Johnson holeshot the first moto of the 83cc Modified 12 and Over Juniors. Kris Gangadean, and Encino Cycles' Pat Walsh had a tight race for second from the time they left the gate. Gangadeon got his wheel in front coming out of the hairpin, but Walsh hung close and moved by when Gangadeon wavered in the rough end of the corkscrew. The last lap flag was out as Walsh gained ground on Johnson, but Johnson had enough of an edge to win.

Walsh, who had been out of racing for six months, has been getting stronger each week, as he proved in the second moto. Once off the line, there was no looking back. Rick Jurado tried to defend second from Gangadeon, but as they squeezed together in the tower turn, Gangadeon moved into second. Johnson took up battle with Jurado, but Jurado held third.

Johnnie Rodriguez took back-to-back wins in the Stock and Modified Junior Cycle Juniors. Justin Souza held second in the first Stock moto, as Marty Rickard worked his way up. Once by Jason Bosh, Rickard tried to make a pass on Souza and the two riders went down hard. Bosh took over second, and Joseph Matkin pulled into third. Rickard was up in time to finish fifth behind Charles Simmons.

The last moto showed Rodriguez, Bosh and Rickard the first three home.

Results in Results Section.

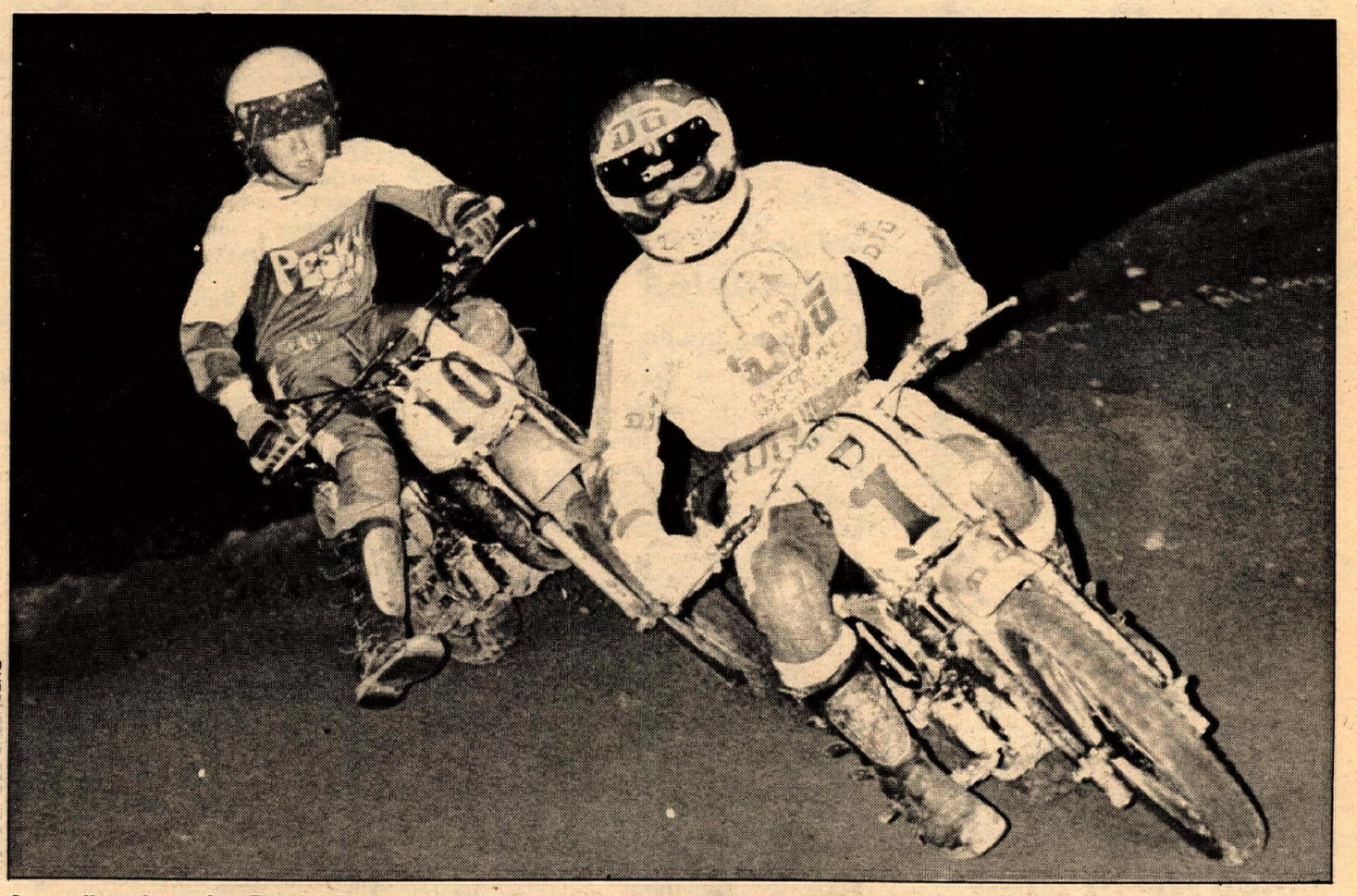

PHOTO BY BOB GREENBERG

Australian champion Derrim Porter (1) added an international flavor to AME's American Minicycle Association, winning the 105cc Open class.

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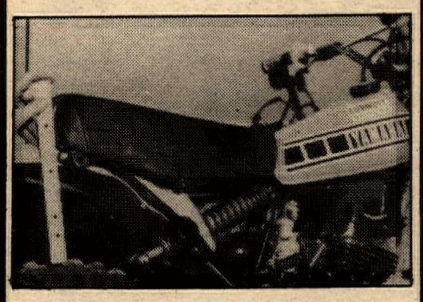

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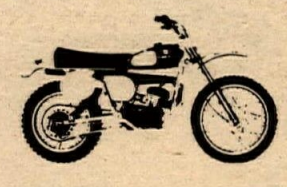

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PHOTO BY DAN MAHONY/WIZARD RACING PHOTOGRAPHY

Bobby Garabedian tucks in and blasts Steve Fortune at the Gripsters' TT.

Steffan does it at Gripsters D-37 scrambles

By Maureen Lee

ELSINORE, CA, MAR. 19

Don Grigsby must be psychic; he started giving his son T-Bone slow down signals in the Gripsters M.C. AMA D-37 TT scrambles 500cc-Open Expert class but to no avail: In the second moto the clutch went to jelly and Grigsby was out for the day. That first round though, Rex Hailey made T-Bone really work to get off the line and up the hill first, but once Don got out front it was adios to the rest.

After Grigsby retired in the second moto it was a three-way tussle at the end between Mike Montgomery, Ed Steffan and Hailey. In the last moto Montgomery was out front for a bit then Steffan took over to win, with Hailey coming in third.

The Minis were up first; a solid class of little Yamahas. Curtis Cannon had his day, he'd get out in front and just lead 'em in, looking like a smaller version of T-Bone Grigsby, who has a habit of doing that. Kevin Clark and John Bales had a good dice in one moto and it was Bales again in the third moto having at it with Roger Thompson for second place: Thompson won.

Mario Ayers went from a win in his heat to winning the 125cc Novice main with Don Milam, the semi winner second after making his way by Randall Howard and Mike Redding.

Garth Beavers won the 125cc Expert class with three straight, while the results show how much shuffling around there was going on behind. Darren Hulbert took second overall with a 6-3-2 and Bud Carroll was third with two fourths and a third. Tommy Walton had two seconds before he flamed out third round.

In the 250cc Novice class, Rick Blankenship went smoothly from winning his heat to winning the main, but there are always some fun things going on in Novice classes: How John Brillinger did all the things he did on his bike in one trip around turn one without unloading really makes you wonder.

Sam Burns wiped out the rest of the 250cc Amateur class, with three straight while Tommy Walton and Chris Cannon swapped around with Mark Cain for second and third.

And doesn't that National Number One 250cc scrambles rider plate look good on Jeff Springman's bike? But said bike didn't want to run and packed up in the first moto. Pete Hames also had mechanical woes, while Joe Steffan took the class with three straight.

Jay Bales got second in the first moto, holding off Steve Fortune and Larry Bird. In the second moto Bales got in trouble and it was Dylan Neihart who took second. At the end of three motos, it was Steffan, Fortune and Bird with Neihart fourth overall.

Jim Morris won both the 500cc Novice semi and main but Allen Swett kept him busy in the main, and Don Meiner wasn't bad either in third place.

This time Jay Bales didn't have difficulties and with a first, a third and a second won the 500cc-Open Amateur class. Vince Landry (2-2-4) got second with Jack Dannenberg third. Joel Windham ended up fourth inspite of two DNF, when he won the last moto.

Last but certainly not least were the hacks. Perry Melillo and Karl Krohn won with two firsts and a second place. The second came about when the team of Robert Sanner, Sr. and Robert Sanner, Jr. went nattily to the inside of turn one and Melillo/Krohn took away first.

Results in Results Section.

Taylor takes $500 AME night MX

By Lee Taylor

VALENCIA, CA, MAR. 17

Dave Taylor (DG Suz) took home the winner's share of the $500 purse for the 500cc Pros with a beautiful pair of back-to-back wins. Taking the lead in the first moto, he had heavy artillery from the rear with Kolbe Can-Am riders Greg Robertson and Eddie Cole battling for second. In fourth, Andy Jannings was narrowing Cole's lead as a second duel developed behind him between Mark White and Goat Breker. The White/Breker match carried them side by side down to the line with White drawing a slight edge. Taylor held command to the end as Robertson held Cole to third.

The second time off the line, Jannings drew the holeshot on his Maico with Taylor steaming up behind him. Will Harper was making tracks, moving into second as Taylor took over the lead. Greg Robertson,

not far behind, eased out Harper and engaged in some heavy dicing with Taylor for the lead. Eddie Cole slammed past Harper and established himself in third. By the end of the moto, Taylor took down the overall win, Robertson was there for second overall and third went to Cole.

Ed Ho took the 125cc Junior Division II win after a night of wild and hairy racing. Coming around on the first lap of the opening moto the riders were packed solid. Rex Richardson had the lead, as such, with Ho in second and Steve Hallock running third. Hallock had his hands full with Mark Zehosky and Randy Pretzer hounding him, pulling up alongside, three abreast. When the moto ended, Richardson still held his lead, Ho was second and Zehosky had taken over third.

The second time off the line, there was the same tight battle with little change in positions. Perry Cendro had taken command and held throughout the moto with Ho in second and Pretzer running third. By the end of the night Ho had taken home the overall win, Richardson had second overall and third went to Pretzer.

The 250cc Pro win belonged to Can-Am and the Kolbe team from start to finish with Eddie Cole taking home top money. Eddie led off the first moto with teammates Craig Cole and Greg Robertson right behind him. Can-Am's only competition came from Bill Robertson on his new Honda CR250R. Eddie opened a nice lead, leaving the dueling to Craig Cole and Greg Robertson. The whole moto was a blaze of solid orange for the first three positions, leaving Bill Robertson in fourth to hold off traffic.

The second time out Greg Robertson beat his teammates to the draw with Bill Robertson solid in fourth. Throughout the moto Can-Am ruled as Greg held command over Eddie and Craig Cole, running second and third respectively. Eddie ended the evening in the top money, Greg Robertson took down second overall and Craig Cole took down third overall.

For the 125cc Pros, it was John O'Mara's night. Taking the lead in the first moto, O'Mara, on a new Al Baker Suzuki, had Chip Johnson close behind. Battling for third against Mark Lawrence was Jim Crowder, a new Pro having a beautiful ride. Lawrence eased his way into second and held steady throughout the moto as O'Mara set up a wide open lead for himself. By the end of the moto O'Mara held the lead; Lawrence took down second and Johnson was steady in third.

The second time out Doug Nicol jumped out in front with O'Mara in hot pursuit. Nicol went down and O'Mara took over. Danny Thompson and Lawrence dueled for second with Lawrence the victor, grabbing a handful of gears and setting out for O'Mara, but unable to catch him. O'Mara rode home to top money, Lawrence took second overall and third went to Crowder.

Results in Results Section.

Mackel takes overall at DeAnza hillclimb

By Ron Lawson

SUNNYMEAD, CA, MAR. 19

At a glance, it is easy to tell why DeAnza Cycle Park is nationally

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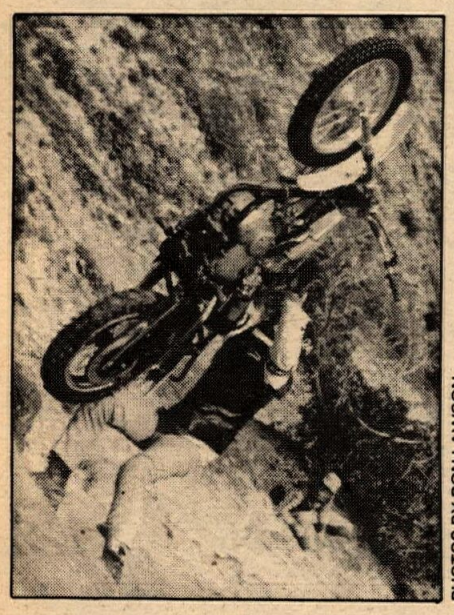
Ron True tried to go up the hill on the wrong wheel at DeAnza.

Bob Wilker loses it at DeAnza's 265-foot mark.



PHOTOS BY RON LAWSON

known for its hillclimbs. The terrain around the park is rugged and makes for some pretty exciting events. The hillclimb that was billed at DeAnza for Mar. 12 had to be scratched because it was impossible to even reach the hill due to weather conditions. The hillclimbers came out in force, however, the very next week to put themselves and their machines to the test. Promoter Doug Hall found a new hill to challenge the riders, but that didn't scare any of them away.

With the starting log in the farthest back position, the hill was topped 18 different times. Then, to make it more challenging, the start line was moved up to the very bottom of the hill. This only succeeded in eliminating a few riders, so the start was moved up again, this time to the 100-foot mark on the side of the hill itself.

An interesting duel was now forming in the Open class between Neal Mackel and Kerry Peterson. The two riders represented two totally different philosophies of hillclimbing. Mackel was mounted on the traditional 650cc Yamaha while Peterson represented the two-stroke crowd on a 400cc Maico. The same two were also entered in the Exhibition class.

In the Exhibition class, Peterson took top honors by making it over on every try. Mackel missed once so he had to settle for second in that class. He came back in the Open class when Peterson's bike developed an electrical short and died eight feet up the hill. The ultimate showdown between the two was in the overall competition. They both made it over in the first round so a special climb had to be run between them. Mackel took the win by a mere five feet and so the four-stroke people went home happy this time.

Results in Results Section.

Poznoff pulverizes AME MX

By Lee Taylor

BAKERSFIELD, CA, MAR. 19

Rob Poznoff took home top honors in the 250cc Juniors in the American Motocross Enterprises motocross at Sprockets Park. In the first moto he grabbed the lead away from a huge field of riders with Charlie Strong running second. From Strong on back the riders were packed tightly together. Brian Vargus took over second with Dan Blum (Yam-Team Tireman) right on his tail. With heavy traffic urging him on, Poznoff was clocking 1:29 lap times; good for this track. With heavy dicing throughout the pack, Deven Santangelo (Suz-Hobo Joe's Restaurant) moved his way into third and held on to the end of the moto.

The second time around, Brian Branson took charge with Santangelo and Poznoff dicing hard for second. Branson went down off Can-Am Hill, setting him way back and Santangelo took over. When the winning checkered flag came out Poznoff took

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They wreck
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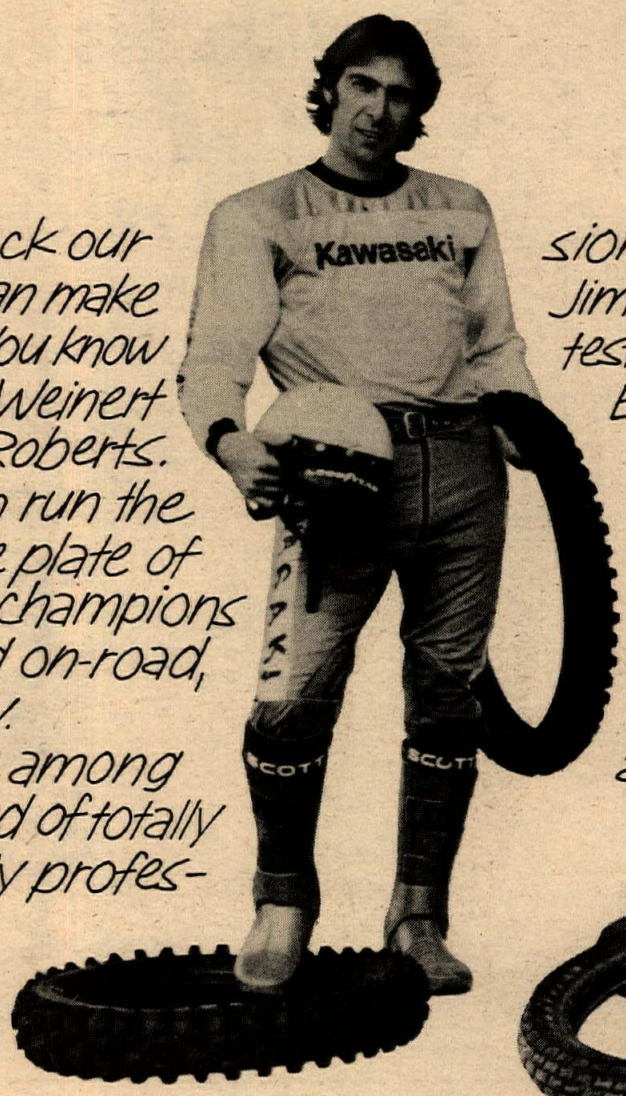

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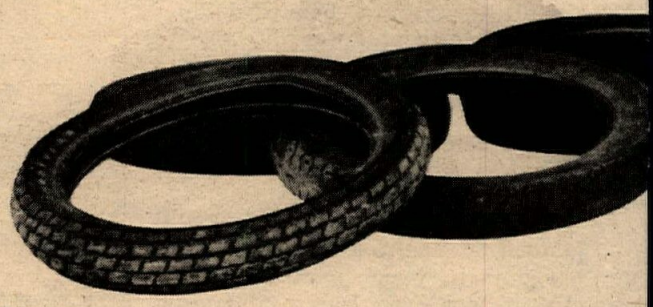

EAG
Built to run with

me the overall win, second went to ntangelo and third to Vargus.

Andy Jannings (Cole Bros. Mai) ran vay with the 500cc Pros, taking down pair of back-to-back wins. In the st moto he jumped into the lead aving Dean Taylor and Bill Hagen to ce for second. It was super-tight tween these two with Jim Denson oving up fast and keeping the heat . Denson took over second and held to the end of the moto.

The second time around Jannings ce more took control off the line with aylor and Hagen at it again. With enson holding down fourth, all four ders were holding in a tight rmation. Jannings took home top money for the class, Denson took down second overall and third went to Taylor.

David Lynch (Cole Bros. Suz) emerged as the victor of the 125cc Pros. He started off by taking charge in the first moto with Jerry Shore, Jr. and Duffy Phelps running second and third. Shore, pushing hard, moved into the lead only to lose it when his bike broke.

The second time off the line, Lynch again took command with Gary Jones on his tail and Danny Thompson in third. Jones took over as Thompson, closing fast, pushed into second. Thompson, trying for a pass, was crisscrossing back and forth behind Jones. Wheels clashing, these two took on turns, jumps and straights all around the track before Thompson managed to sneak on by for the lead. Lynch, refusing to take a back seat to anyone was once more in the middle, passing Jones and side by side with Thompson. By the end of the moto, Thompson still was in the lead with Lynch running second and Jones in third. Lynch ended up with the overall win, Thompson took home the second place share and third went to Jones.

Results in Results Section.

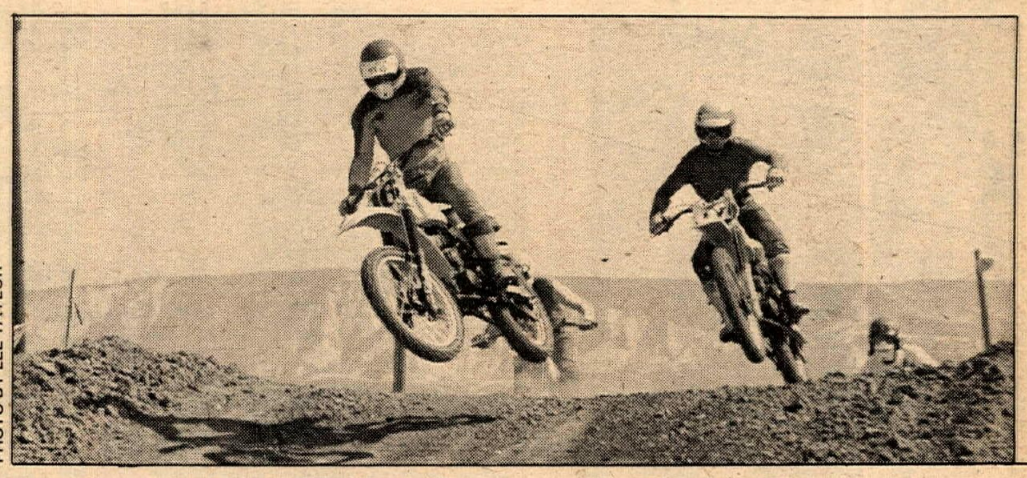

PHOTO BY LEE TAYLOR

David Lynch leads the AME 125cc Pros over a Sprockets Park jump.

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Norco runs away with Corona HSMX

By Elaine Jones

CORONA, CA, MAR. 11

Norco High School had the strength and the riders to make it a runaway in the points department but the smaller teams in Corona Raceway's high school motocross series have some bright stars that made Norco earn every point they got.

Norco's first win came in the 125cc Intermediate class, which was a battle among three Norco riders. In the first moto, Kenny McIntosh who broke out on the top with Scott Seeley second and Rick McCorkell third. Trouble struck early and McIntosh was the first to suffer, dropping way back. Seeley took over the lead and hung on to it for three more laps before McCorkell put a move on him that gave him the lead. With three laps left McCorkell went on the defensive and Seeley had to battle for the second with McIntosh third.

The final moto again saw McIntosh take the lead with Seeley second and McCorkell a very distant third. Seeley took over the lead but McIntosh kept the pressure on. It paid off on the white flag lap when McIntosh found the door open and went on through. With no more time it ended with McIntosh first, Seeley second, and McCorkell third. The overall ended with a three-way tie for first and McIntosh's 3-1 was good enough to take it, followed by Seeley's 2-2 and McCorkell's 1-3 third.

Bill Jewett of Norco had an easy time of it in the Open Senior class but second and third places went down to the wire. Behind Jewett in the first moto were Lance Tubbs of Charter Oak and Guy Campbell of Western. Campbell had problems off the start and was never able to get within striking distance of Tubbs, settling for third.

The final moto was a good one as Campbell got the edge off the line and was running second to Jewett. Tubbs

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PHOTOS BY RON LAWSON

(Above left) Bill Pelto (66v) and Robbie Brand at DeAnza. Both are chasing long-gone Drew Nelson, who dominated the 250cc Pros. (Above right) DeAnza 125cc Intermediate winner Craig Gormley holds off the pack.

came charging back and caught Campbell with his socks down to drop him to third. For six laps Tubbs held Campbell at bay but when the white flag came out Campbell went for it and got by Tubbs for second. They ended in a tie but the final moto order gave second to Campbell with Tubbs third.

Results in Results Section.

Nelson lets it out; smokes DeAnza 250 Pros

By Ron Lawson

SUNNYMEAD, CA, MAR. 19

Three weeks worth of racing exploded at DeAnza Cycle Park when the dark weather which has plagued Southern California for so long let up long enough for all the riders with all that racing saved up to make it to the track and let it all out.

One of the riders that did the most letting out was Drew Nelson, who flew to a 250cc Pro victory on his Suzuki. Nelson took the first holeshot and never looked back. If he did, he would have seen Bill Pelto, on a Yamaha of Redlands-tuned Mono, riding like mad trying to catch him. Behind Pelto, Robbie Brand (Yam) held off Rich Franklin and Mark Barnes, both on Yamahas. As the race continued, the race between Pelto and Brand become closer, but the leader just disappeared in the distance. By the end of the moto, Nelson had a comfortable lead over Pelto, who was successful in holding Brand at bay.

The next moto was a carbon copy of the first. Nelson finished in first with a healthy lead and was followed by Pelto, Brand, Franklin and Barnes.

The 125cc Intermediate class held an impressive performance by Craig Gormley. He grabbed the holeshot in the first moto, but fell on the first lap. The lead was then inherited by Ken Odra (Yam). When they came around for the second lap, Gormley was 20 seconds behind the nearest rider. He made up his mind that he would catch the leaders and then lap by lap, he slowly started to make up ground. On the third lap, he was in ninth and on the next lap he was in fifth. In the meantime, Odra's lead was being challenged by Phillip Moth (Yam). Odra managed to hold him off to the finish line, but if the race was a lap longer, they both may have been caught by Gormley, who was in third and gaining fast.

In the next round, it was Gormley all the way. Bart Hilt (Suz) was second followed by Odra and Moth. In the overall standings, it was Gormley, Odra and Hilt.

Results in Results Section.

Hames, Steffen and Minnig grab Corona flat track bucks

By Elaine Jones

CORONA, CA, MAR. 15

Corona Raceway was the place to be Wednesday night with the Pro flat trackers out in force, coming in bunches from Northern California and from as far away as Washington.

Joe Steffen capitalized on a mistake every racer has made at some point in their career. The Money TT race had Dylan Neihart out on top and going away. Steffen, in second, was playing games with Rob Selvy until the fourth lap when Selvy broke. As it turned out Neihart self-destructed himself when he neglected to put adequate fuel in his tank to go the distance. As the whtie flag came out, Neihart's gas ran out and Steffen went on to take the win with Shawn Leipold picking up second and Matt James third.

In the 250cc half mile Money go, it was wire-to-wire for "Speedy" Pete Hames as he outdistanced the rest of the field. Joe Steffen had to do battle for second with a hungry Dylan Neihart, running this time with a full tank of gas. Neihart had his moment of glory when he got under Steffen on the third lap to capture the number two spot. With five laps to go no one made any mistakes and at the checkered it was Hames, Neihart and Steffen.

Eleven 750cc bikes were on the line for the start of the Money half mile and it was a battle between Yamaha and Harley-Davidson. At the drop of the flag it was Northern California rider Bud Robinson aboard a Harley taking the lead with Steve Fortune (H-D) and Don Tortorelli (H-D) in the two and three spots. By the second lap Mike Minnig and his big Yamaha had bulldozed their way from fifth to third and were looking for more. It wasn't too long in coming; by lap three he was running second and when they came around on lap four he was in the lead. Tortorelli, in third, started knocking on Robinson's door but he didn't get much of an answer until the seventh lap when it opened a crack which was all Tortorelli needed to go to second. Robinson came right back to reclaim his spot and held off Tortorelli to the checkered.

Scott Dinkins, really up after winning the Open Money race last week, was a victim of Murphy's Law: Anything that can go wrong will and it did. In the Open Amateur/Expert race, Dinkins got off behind Tortorelli and pressured his way to the lead three

laps later. Before he could even settle in, his bike went sour and he dropped one spot shy of last and was out the next lap. Tortorelli was again on top but Bud Robinson plucked the prize away and went on for the win. Steve Fortune rounded out the field in third.

Ammex rider Craig Dale went wire-to-wire for the win in the Open Amateur/Expert TT. Roy Porter didn't last long under the attack of Eddie Drake, who relieved him of second before they had come around on lap two. After the first flurry, everyone settled down and finished in that order.

Rob Selvy picked up a dual win as he captured both the TT and half mile 250cc classes. The TT was the easy one as he went wire-to-wire on it. Jack Smith held the second spot for two-thirds of the race but Bobby Garabedian got by him as the white flag came out.

On the half mile lady luck smiled on Selvy as Pete Hames was setting a pace no one looked able to catch but mechanical problems hit and Selvy was there. Todd Brown had problems getting his fire lit but once he did, it didn't take him long to move from fifth to second and Terry Singleton went right along with him to finish third.

Results in Results Section.

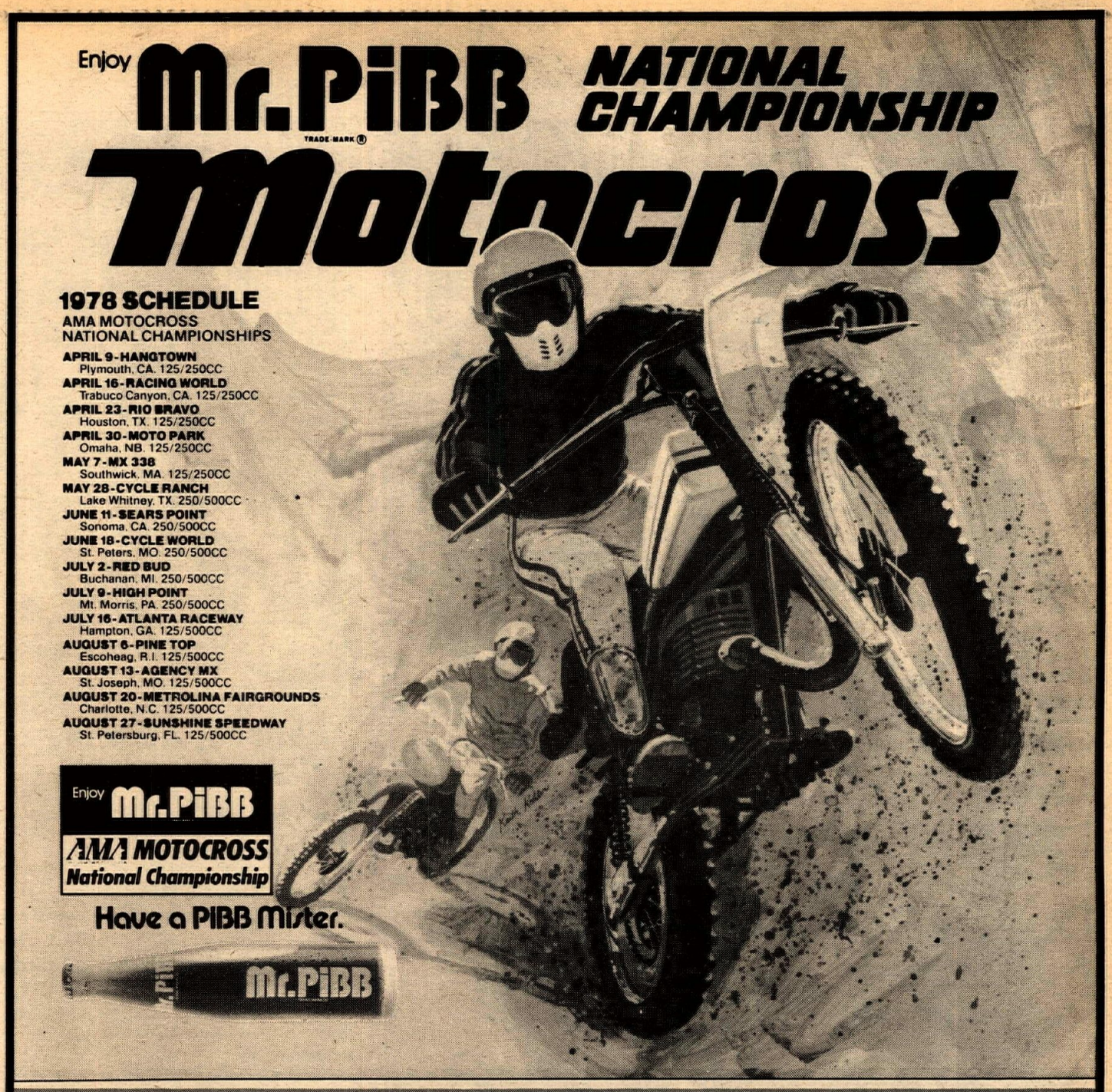
Moorewood, Brown and Kehoe dominate AME Racing World

By Keith Clemons

TRABUCO CANYON, CA, MAR. 19 After a total rain-out two weeks before, American Motocross Enterprises came back to Racing World for a primo day of blue skies, moist track conditions, and hot race competition.

AME Pro Lance Moorewood made a triumphant return to the winner's circle after being laid up for over a month with a foot injury. Proving himself to still be in excellent shape, he stole the show in both the 250cc and Open Pro classes. In three of his races, Moorewood ran as uncontested leader from start to finish and usually got so far out front that the number-two man couldn't have read the "Team DG" lettering on his jersey with a pair of 10x70 binoculars. However, in his fourth race — the second moto of the 250cc Pros, he rolled onto the cement starting block with wet wheels and couldn't get traction when the gate fell. Rounding the corner in sixth place, Moorewood hauled cakes down the straight and catching the group still bunched together blazed by David Cardoza and Mitch Musgrave moving himself into fourth. A half a lap later he found a line by Don Glover taking third and began closing in on Mark Taylor who in turn also let him by. At the top of the third lap he was waving goodbye to former front runner Rick Cavish and heading out into the wide open spaces. From then on in the race was his. Moorewood rode a Suzuki in the Open Pro race and a Yamaha in the 250cc event.

Running behind Moorewood at the start of the first Open Pro race was Don Bazemore who held the spot until he fell in the fifth lap, letting Mike Lillevig take over. Lillevig tried his hand at defending the position but near the end of the race lost ground to both Rick Marion and Bazemore who



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Mike Brown leads the 125cc Pros at Racing World. Brown won both motos.

Dale Himmelrich (18) tries to catch Phil Carter and Rick Johnson at AME.

PHOTOS BY KEITH CLEMONS

was moving up again. Marion and Bazemore finished second and third.

The final Open Pro match was nearly a carbon copy of the first with the exception that Bazemore spun the sprocket right off his hub and didn't finish. DG-sponsored Moorewood finished first overall and Rick Marion, riding a Husky for Action Cycle, earned the second place money.

The first run of the 250cc Pro race found Mitch Musgrave hot on Moorewood's heels until the fourth lap when Pat Delligatta passed him. Don Glover moved up in the eighth lap to squeeze by Musgrave also and at the finish it was Moorewood, Delligatta, and Glover.

In the next round Glover manned his Can-Am around Rick Cavish for the second place spot behind Moorewood. Cavish continued to lose ground and eventually fell out of the race. Musgrave and his FMF-sponsored Yamaha found his way around Cavish for third. First, second, and third overall went to Moorewood, Glover, and Delligatta.

Mike Brown scored a big one for himself by winning both motos of the 125cc Pro race and by turning in the overall fastest lap time for the day. DG-sponsored Brown pioneered a path for Skip Blake and Jesse Slaton to follow and they in turn blazed a trail for the rest. Blake suffered a loss when his Suzuki blew a fuel line which made him stop mid-race for a patch job. Recovering his position became an all out effort but he managed it in three fast laps and finished just behind Brown. Blake and Slaton wound up second and third in both races giving consistent overall wins to the three top takers.

It was a super day for the AME Minis, most of which were holding their own last minute dress rehearsals for Easter Sunday's NMA World Mini Grand Prix. Eric Kehoe entered three classes and finished first in all six motos. U.S. Yamaha-sponsored Kehoe won in the 83cc Stock, 83cc Modified, and 105cc Open Mini classes. Kehoe's hot handling was the main reason for the big wins but owning three factory bikes sure didn't hurt. The bike he rode in the Open Mini class was a tricked up 100cc Yamaha engine strapped to a Trackmaster chromoly frame with Betor forks. The other two bikes he rode were 83cc Yamahas, one a stock job provided by Van Nuys Cycle, and the other a modified version from U.S. Yamaha.

AME will be back at Racing World April 2.

Results in Results Section.

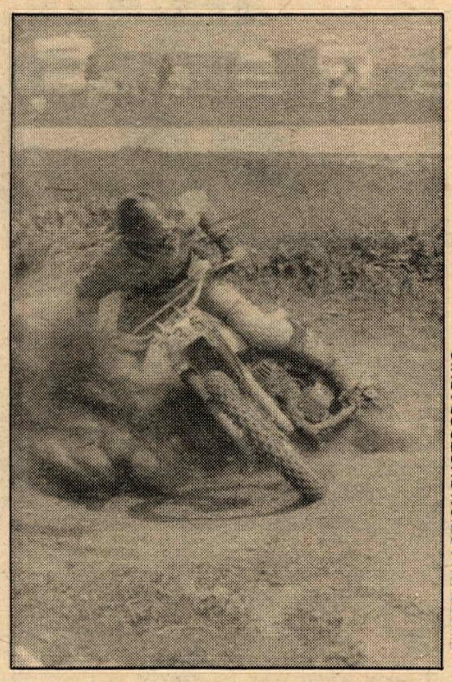


PHOTO BY ACTION PHOTOGRAPHIC

Rod Gordy stirred up some dust at SRA's GP.

Fenton, Adams, claim dusty SRA GP

By Sue Senn

RIVERSIDE, CA, MAR. 19

Although there were several muddy waterholes around the Sportsman Racing Association's Riverside Raceway GP course, most of it was dry and just waiting to be turned into eye-stinging, lung-burning silt.

As the 250cc class started the day's events, it was Lance Tubbs who got the holeshot and held the lead until his Yamaha seized during the second lap. At this point Ric Secor took over the lead with Brad Fenton eating his dust. Secor held the lead through the seventh lap where Fenton, who had just been joined by Eric Pattison, made his move. Just as Secor took the white flag, Fenton seemed to get his second wind and claimed the checkered flag first.

Craig Adams found the best way to avoid eating dust was to make it rather than follow it. And, as the Open race began, it was Adams out front with Mark Asbury right behind him. Adams, who has had a string of unkind luck lately, kept it all together, all the way. At one point it looked as if his KTM was having a bit of engine trouble and with riders like Asbury and Jim Fishback right behind him, he needed all the luck he could get. As it turned out, he did ride one lap with no rear brake and a clutch that wouldn't disengage. Adams later commented that things might have been a little closer if Asbury hadn't had problems on the starting line. It seems he had his bike in gear for the LeMans start.

William Pattison got the holeshot in the Senior race, but it was Larry Shoemaker who stole the show. He took the lead and left the rough stuff for W.C. Thornton and Pattison, who finished in that order while battling for second.

The 81-200cc class was one of the most exciting races of the day. Warren Barr got the holeshot then seized with only 55 miles on his new engine.

As 27-year-old George Luther took over, 19-year-old Jim Odle was hot on his trail. The pair created a substantial lead over the pack and at one time it looked as if Odle just might close that short gap that separated the two leaders. Meanwhile, the next three guys were thrilling the crowd with their side-by-side battle for third place. Bill Barlow and Greg Gracer had worked their way up from back in the pack to join Mark Cook. By the end of the seventh lap, Gracer was out of the race while Barlow definitely had third overall. Cook had dropped back to sixth place behind Mark MacFarlane and Steve Scalzo.

The team race found most of the earlier winners teamed, and they were back out front. Rick Secor and Brad Fenton claimed first overall with Mark Asbury and his partner Tom Bell claiming second.

Don Miller and Dave Carlson were the first 250cc Amateurs and Larry "The Shoe" Shoemaker, with his partner Herb Townsend, claimed first Open Expert.

Results in Results Section.

Wins come twice at CMMC MX

By Rod Eschenburg

SAN DIEGO, CA, MAR. 19

The wins came in pairs in the California Mini-Motorcycle Club race at Barona Oaks Raceway with Yamaha-mounted Scott Hamilton taking wins in the Expert Modified Mini and Open 105cc Mini classes; Suzuki rider David Hopwood grabbing the Stock and Modified 12-16-year-old Intermediate classes; Bob Rose (Suz) taking the 9-11 Stock and Modified Intermediate classes, and red-hot Terry Murray (Suz) notching runaway victories in the 12-16 Modified and Stock Novice classes.

Hamilton is a third generation racer, being the son of former CRA Sprint Car and SDRA Super Modified Champion Don Hamilton, and the grandson of former Midget, Jalopy and Super Modfied driver Gordon Hamilton whose career went back to the "good old days" at Balboa Stadium and Carrell Speedway. Ten-year-old Bob Rose made his return to racing after a three-month layoff a big one with two strong wins in the highly competitive 9-11 Intermediates. Rose, who had a great year as a Novice in 1976, (actually moving up to the 9-11 group while still eight) but a disappointing 1977 Sophomore year, appears back on the track for 1978. The real test will come next race on Apr. 2, however, as Intermediate point leader Jon Jon Belisle will be returning from his Grand National Championship win at the Houston Astrodome.

The outstanding two motos of the day were in the Novice 125cc Motorcycle class. Yamaha-mounted Greg Cramer grabbed the overall with two hard fought seconds after two motos that featured lead swaps several times a lap between as many as five different riders. Brian Fuller (Suz) and Loren Duncan (Hon) gave it all they had with several banzai runs by Duncan and a first moto win by Fuller, but after the dust settled it was the steady riding Cramer who had the top spot.

In the Powder Puff class, Tammy McGuire (Yam) took her second straight victory. Tammy has already acquired the Number One Powder Puff plate for 1978 with U.S. Minicycle Racing Association in races held earlier this year at Elsinore and Barona. ●

Results in Results Section.

NATIONAL PAPERS

Not too long ago, it appeared that there would be little or no professional racing in the West during April. Things change fast.

First, the second annual running of the Sears Point AMA National road races, which ran last year in July, were switched to April. Then along came Aggie and created five Ascot Friday night half miles with point fund and bonus money attached.

A major point should be cleared up regarding Sears Point. In some publications it was listed as April 22-23. The actual weekend is April 15-16. The event carries a full load of races; Novice, Expert Lightweight, Expert 750, Superbike Production and sidecar-events for two full days at the course located north of the San Francisco Bay.

Even the reports from the Holiday Inn in San Rafael are good. When the motocrossers stayed there late last season, part of the place — the bar and cafe — burned down. The latest official report is that at least the bar will be back open by April 15, and with most of the racing crowd that's the more important of the two.

Last year, it was correctly predicted that Kenny Roberts would win the Sears Point event. Even though he started last, he still won. Kenny will not be there this year, so it leaves this road race — and all the rest on the Camel Pro Series schedule — wide open.

Skip Aksland will return from the John Player Transatlantic Trophy Match Race Series to join point leader Steve Eklund and Gary Scott for round four in the series, the last National road race until mid-June.

West coast fans will get to see Novice Freddie Spencer from Louisiana for the only time on pavement. He is a Novice in name only and should go undefeated the entire year on pavement.

Spencer and many other out of state riders will be heading west early to take in the Friday night half miles at Ascot, starting on April 7. Spencer, you see, is one of those rare modern day birds that can ride both pavement and dirt in winning style.

Gary Scott should be at Ascot as well. He's off to his best early season National start in years. A new Ascot National half mile follows the May 7 San Jose mile on Saturday night, May 13.

Aksland and Scott are currently tied for third in the $100,000 Camel gold rush, just seven points behind Jay Springsteen. Jay will sit out the Sears Point event but will most certainly be the guy to beat at San Jose and Ascot.

Springsteen stroked his way around Ascot in the final event last year as he had already wrapped up the title the night before. But he cannot afford to ease off in the first National half mile of the season, especially with the three privateers — Eklund, Aksland and Scott — off to such a fast start and with all three expected to finish in the top 10 at Sears Point.

Eklund was running 11th at Daytona, a point-paying spot, until late in the race. Sears Point runs only a 75-mile final. Eklund will certainly score and remain the point leader heading into San Jose on May 7.

Over 100 Junior class dirt trackers showed up for the pre-Daytona dirt track events in Florida. They'd better show up at Ascot as well if they are planning on being invited to participate in the San Jose "Junior Invitational" on May 7. Ascot points were the basis for being invited last year, and it worked out to where the yellow plate lads put on the best and safest show ever. They earned their way in, instead of just picking up the phone or gaining points in some unrelated type of racing.

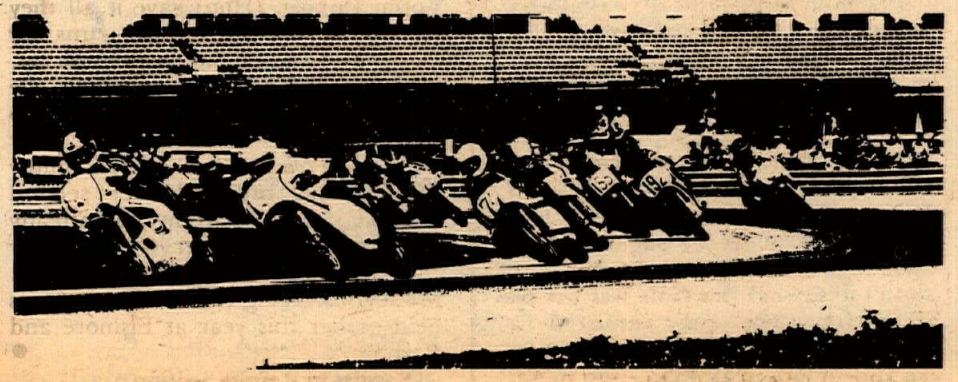
Five straight weeks of half mile racing are guaranteed to show who has the talent and equipment to switch to a mile and run fast. Last year's record as a Novice on a 250 just doesn't quite cut it when it comes to running over 100 mph on a mile oval!

Not to be overlooked at both Ascot and San Jose is the battle for "Rookie of the Year." Right now, California's Eddie Lawson and Alabama's Lance Jones are the only two rookies with National points. Each has six heading into San Jose and Ascot. Jones has switched from Triumph to H-D this season while Lawson remains on a Yamaha. To date, Lawson has outshined Jones who was the top rated Junior half-miler in the nation in '77.

Between April 7 and May 7, California plays host to five half miles, one mile and two days of road racing. Not too bad for starters, especially when it looked like a big zero not too long ago. Ascot will also host a half mile event the night before their May 13 National, which may be some type of "qualifier" for the Novice and Junior riders to compete on National night.

All information can be had by calling San Jose at 408/438-3210, Sears Point at 707/938-8448, Ascot at 213/323-5055. Referee Chub Kellam has a new phone number this season: 213/537-3430. Let's go racing!

Roxy Rockwood



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NORTHERN DATELINE

PHOTO BY GERRY REAGAN

Open Novices had a little problem negotiating the first turn at Watsonville's European- style motocross.

New season brings grass to Watsonville

By Gerry Reagan

WATSONVILLE, CA, MAR. 19

Standing in the announcing tower before practice began and looking out over the grassy hillside behind the County Fairgrounds in Watsonville, it was difficult to tell where the motocross track was. About all that could be seen of a course were the white ribbon markers that zig-zagged across the green slopes which were covered with two-foot high waves of rich, green grass flowing softly in the early morning sunlight.

The Ridge Runners Motorcycle Club of Santa Cruz had redesigned their natural-terrain course for the 1978 season and it was hard to tell that thousands of motorcycles had passed over this area during the four years the track has been in operation.

First races of the day were the 100cc Novice class and the Old Timers. Gary Hutto put in a consistent ride in the 100cc class on his Yamaha, finishing third in moto one and winning the second go around for a first overall. Jim Saitone rode his Maico to a tremendous lead in both motos of the Old Timers to take the overall win.

As usual, the 125cc Experts put on a good show as Mike Marquez (Hus) broke into the early lead in the first moto after Larry Wosick (Yam) went off the course on the last turn of the first lap when his throttle stuck. Charlie Halcomb (Hus) diced with Tim Hebard (Suz) during the middle of the moto but got by into the second position and began to go after Marquez. Halcomb was gaining rapidly on the leader when his rear brake arm broke on the second-to-last lap. Although he had to slow down quite a bit, he was able to maintain second as he crossed the line.

Moto two saw Halcomb get off to a poor start with Kelly Hardman (Hus) moving into the lead on lap two. Hardman continued to lead until the last half of the final lap when Halcomb squirted by to take the win. Hardman was in second place and being pressured by Larry Wosick (Yam) as he came out of the back section on the last lap and almost lost that position on the tight right turn 10 yards before the finish. Wosick spurted right up beside him and the two crossed the finish line almost exactly side-by-side. The lap checkers decided Hardman was ahead, by about an inch. Halcomb's second and first place finishes gave him the overall with Wosick taking second.

In the 125cc Novice I race Mark Webb (Suz) put in a consistent ride in the first moto to finish third and then fought his way through traffic to grab the lead in the second moto on the last lap of the race, garnering the first overall trophy. Rod Williams (Suz), apparently deciding that if you are going to win you may as well do it right, completely ran away with both motos of the 125cc Novice III event, winning the second moto by half-a-lap.

The 250cc Expert race saw some good dicing with Parry Klassen (Mai) charging swiftly through the pack in the first moto to take over the lead on the last lap, passing Paul Turner (Suz) as the two came out of the back section and headed for the final turn.

In the second moto, Larry Wosick (Yam), who had led for awhile in the first go-around, took over the lead on the fourth lap and held on for the win. Turner and Klassen had a good dice throughout most of the moto but Klassen became a victim of the mudhole on the last lap and Turner rode on to second.

Steve Kusanovich (Yam) led wire-to-wire in the first Open Amateur moto but had to fight with Joe Bertran (Mai) in the second clash. Bertran took the lead on the second-to-last lap and held on with Kusanovich finishing in second. The first and second gave Kusanovich the overall with Bertran, who finished poorly in moto one, ending up with a fourth place trophy.

Tim Tremaine (Suz) climbed into the lead on the last lap of the 250cc Novice I race after charging through traffic for the whole first moto. Kirk Brewer (Yam) maintained the lead during the whole second moto after dropping the first place spot at the end of the first moto to Tremaine.

All 373 riders in attendance seemed to agree that the track committee had done a tremendous job of preparing a tough, European-style track and Mike McAndrews, the head of the track committee, has even more trick ideas in mind for the next race which will be held on April 16.

Results in Results Section.

Schlow, Wilcox take Sand Hill MX

By Tom Anderson

BRENTWOOD, CA, MAR. 12

A super race came from Minis to the Open Experts at Sand Hill Ranch Sunday, they all ran fast!

Curt Wilcox, the unbeatable at Sand Hill won again. He ran fourth in the first moto, but could not be stopped the second. Tim Alarcon tried hard to stop the winning streak but could only run second.

The 125cc Expert was another of the super races of the day. Mike Schlow is also a man who wins a lot at Sand Hill. He fought a battle with Billy Johnson. Johnson won the second moto, but didn't have the points for the overall.

In the 250cc Expert Larry Wosick was again untouchable and won both motos with a runaway ride. Second place went to Bill Johnson, riding out of Hayward Yamaha.

Three divisions in the 125cc Novices came up with three winners. David Rodriquez won both motos in the Division III. Ed Shipman pushed hard but had to settle for second. Gary Johnson won with a runaway ride in both motos of Division II. Kelly Mano settled for second. Pat Schultz won the DivisionI after a super battle with Joey McCrummen, who won the second moto but did so bad in the first moto he placed sixth overall.

Mini bikes had a full division. Truckin' Troy Barazoto came out late, and had no practice but it didn't slow him down. He led both motos but the final moto Chris Eaton passed Troy and tied with points but the final moto gave Chris the overall win.

There were two new jumps put in by the tractor man Ace, which the riders really liked. They made the track more challenging.

Results in Results Section.

Mud mars Ogden MX

By Maxie Abernethy

OGDEN, UT, MAR. 12

We're covering another muddy MX sponsored by the O.C.A. Club and held at Ogden, UT, Mar. 12. Or perhaps the mucky moto is covering us? Fortunately, it wasn't quite knee deep this time and they did cut out some of the corners that had the prospects of becoming lakes. Although it did rain nearly all day and hailstones battered, 80 riders showed up for the event. Motocrossers have got to be either one: a tough breed of guys or two: completely crazy! Maybe both?

Bryan Mather (Yam), a 250cc Novice, endoed in the very first heat and put himself out of the race. Well, it was just one less man for Mike Brehman to pass as he took the first place trophy.

The 250cc Experts always bring the crowds down around the track because the competition to become the main man is tough. Randy Sargent (Yam) ran away with it this time, but Mike O'Driscoll (Yam) did everything but fly to catch him. Mike got a little wild and stuffed it a couple of times, but he managed to hold his second place position, fending off the attacks of Dale Bohm (Mai). Vulture-like, Dale was awaiting a chance to devour and conquer, but had to settle for third.

Ruling the 125cc Amateur class was Tim Salt (Suz) as he smoothly rode first in both motos. Steve Jeppsen (Suz) followed behind for second and Ken Ulibarri (Suz), a newcomer to the class, jumped into third.

Even though Mini Amateur Steve Liedburg stuffed his head in a corner, he managed to regain his position and snatch the first place trophy right out from under Brent Smith (Suz), who had to scramble for second.

You know you're watching the Open Expert division when the mouth dries up and the ole ticker thumps madly! Mike O'Driscoll (Yam) held the throttle wide open and smoked around the track, all the while making it look soooooo easy! He had no trouble at all keeping the first spot, with Randy Evans (Yam) nosing in for second. Great showmanship was provided by Bob Powell (Yam), who did a few head plants and even had to be carried off of the track once. That didn't stop Bob though, he recovered quickly and vaulted back on a bike to finish the race!

Results in Results Section.

Shultz seizes Plymouth MX

By Greg Neukam

PLYMOUTH, CA, MAR. 12

Spectators were abundant at

Plymouth and good weather, beautiful blue skies with white fluffy clouds that looked soft enough to endo into, and a superb track had a lot to do with it. The riders' reason was that this was their last chance at getting dialed into the track before the April 9 Hangtown classic.

Darrell Shultz used the "Magnum" force of his Maico to rocket off the line first in the first Open Pro moto, followed by Delno Becker and Bill Swartze. Tad Gumbmann was coming up quickly through the pack. At the rate he was going, "Tad Pole" could catch Shultz by the end of the moto. By lap four Gumbmann took over second from Swartze while Shultz was pulling a slight lead.

Tad was really closing the gap and by the white flag had moved up to where he might have a chance in the last lap. When they came around before the finish, Tad was close and Darrell looked back and saw him moving up. He then turned, saw how close he was to the finish, then set his pace to assure him a win. He took the checkered with Gumbmann right on his tail. Swartze finished back in third.

Moto two was another one of Shultz's holeshots but this time Gumbmann was there from the start to put the pressure on. Swartze was again in third.

Shultz was pulling a lead by lap three but when the white flag started waving, "Tad Pole" put his Maico into W.F. Overdrive and impelled himself into position to do battle with Shultz.

The battle never resulted in any lead changes so Shultz took the win and overall with Gumbmann second for second overall. Swartze was back in third and Delno Becker finished fourth overall.

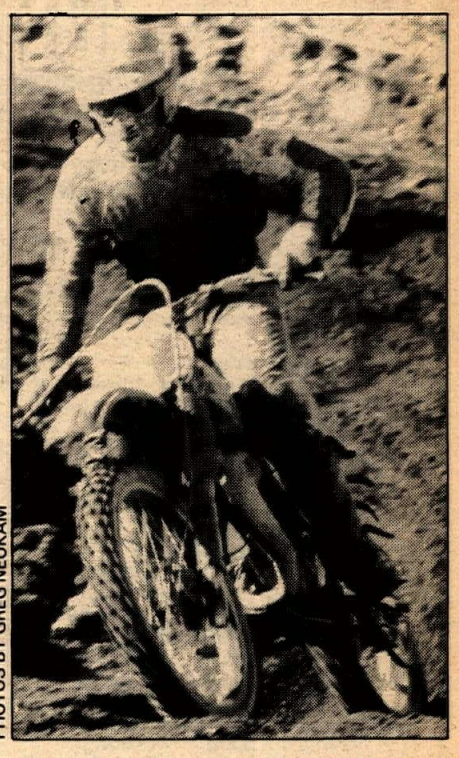
It took three tries to get the 250cc Experts started but Shultz had little trouble making it to the first turn ahead of Gumbmann and Don Ferraro. But when lap two started "Tad Pole" zapped Shultz and decided to do a little pace setting. Shultz followed along for three laps, then took the lead back. Back aways, Donnie Cantaloupi had worked up to fourth behind Ferraro.

Ferraro was trying to keep ahead of Cantaloupi and hopefully catch the two leaders but with a couple of laps to go his chain came off. Shultz motored on to another win while Gumbmann had to settle for second.

It looked like the second moto would be all Tad's. He was out in front of Jim Lesnewski and Cantaloupi, while Shultz was in fourth for the first time today.

Just before the end of the moto, Shultz aced Lesnewski for the win after Gumbmann bit it out in the back part of the course. This gave Cantaloupi third for second overall behind Shultz. Gumbmann ended up in 10th but still came away with third overall and Floyd Davis was fourth overall.

Here's a good shot of the 125cc Pro winner Donnie Cantaloupi's butt.



PHOTOS BY GREG NEUKAM

Danny Turner won the first Puyallup 125cc Pro moto.

Danny Turner was the rider to beat in the 125cc Pro class, especially since everyone knows how hot he is at Plymouth. Turner holeshot the first moto followed by Chalma Roberts on a Suzuki. Turner was sitting back and gassin' it, putting space between him and Chalma while Ferraro and Cantaloupi moved up to third and fourth respectively. By the end of the race Cantaloupi took second away from Ferraro and wouldn't give it back. Turner was in command of this moto, with a comfortable lead. Roberts ended up in fourth after Cantaloupi and Ferraro slipped by before the end of the moto.

Cantaloupi rode his way to victory and the overall after working his way

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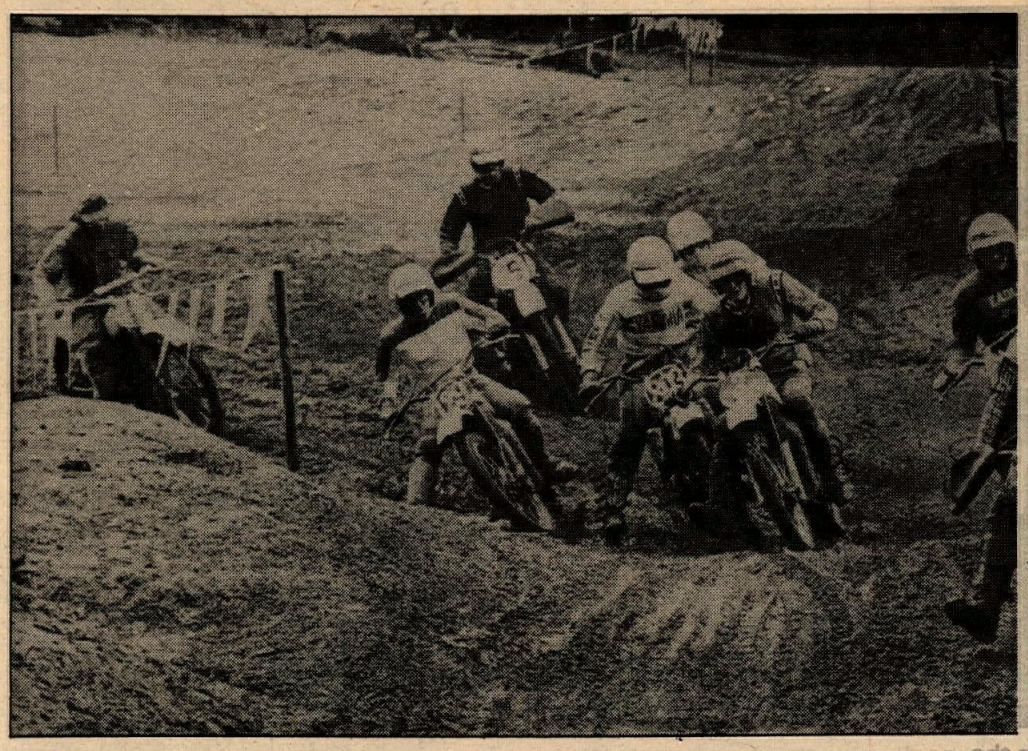

Totally dominating Woodland's Open Pros was Rowdy Blasdell (5), here way back

Rowdy "Blaze"dells Woodland Motocross

By Action Oz

WOODLAND, WA, MAR. 11

Rowdy Blasdell put it to 'em in alll three Pro classes at the Woodland, WA, MX track Saturday event. Riding a Country Yamaha-sponsored bike, in all three Pro classes he was able to notch wins by taking advantage of other Pros' back luck, and by just plain hard charging.

In the 125cc class, he was plainly the best on the track as he notched back-to-back firsts, beating Steve Pless (Yam) 3-2 and Dave Therreault's 2-3.

Northwest's best came off the line with Blasdell in the 250cc class as he raced wire-to-wire in the first moto with Mark Gregson (Yam). Mark won the moto but had bad luck in the second when his chain came off on his LOP Yamaha. Rowdy was right there to take the lead and post the win and first overall.

Open action also had its share of top contenders and Blasdell managed a second in the first moto behind Skeet Hise (Yam). The second moto saw him get around Hise in the final stages and pull a first for the overall win. Skeet finished right on his heels to pick up second overall. Treve McReynolds (Suz) had a 3-4 day for third overall.

The Amateurs had a large turnout and the Mini Junior class saw Rod Presley (Suz) battle with Steve Bye (Yam) and Jay Collins (Yam). In the first moto, Rod managed to pull it wire-to-wire and in the second moto he had to work his way around Bye and Collins to gain the number one spot at moto's end. Score a perfect first overall for Presley.

Mini Intermediate riders had a battle and when the mud settled, it was Robby Watilo (Yam) doing it right both times for first overall. Denny Fennell (Yam) pulled a 3-2 for second and Gary Harkleroad (Suz) rode a 4-5 for third.

In the Pee Wee class, Frosty Corcoran just continues to frost the competition. Larry Ward, Jr. got second while Nicky Blasdell (Suz) was there for a close 3-3 third.

Victor Parrish (Yam) pushed to a 1-2 in the 100cc Junior class, while his toughest competition came in the form of Robert Corcoran (Yam), who rode to a 3-1 day. James Croff (Yam) pulled a 2-4 for the day.

The 100cc Intermediates were led to the wire in both heats by Craig Lamber (Yam). Steve Corcoran (Yam) followed and Robby Watilo (Yam) managed a tight third.

Craig Boyle (Yam) rode to first overall in the 125cc Junior A class while Mike Blackwell posted a 3-4, good enough for second. Gary Baslar (Yam) had a 5-3 for third.

In the 125cc Junior B group, Rick Phillips, riding for Vancouver Suzuki, had two very positive firsts for the overall. Ron Wooding (Yam) had a 2-2 day for second and Kenny Rogers (Yam) posted a 3-3 for third.

Kelly Whelchel (Suz), riding for Char-lee Furniture, took the 125cc Intermediates while Jody Becker (Suz) finished second. Steve the "Spook" Howland took his new 125cc "Zook" in for third overall.

The 250cc Juniors came off the line so tight you could cover them all with Paul Bunyan's blanket. By moto's end, Rick Rismoen (Yam) tallied the first spot and he did it again in the second moto. Tom Gastaldi (Yam) pulled second and Curtis Kerbaugh (Hon) did a 2-4 for third.

The 250cc Intermediates saw Doug Foster (Suz) ride to a 3-1 for the overall win. Eric Schumacher (Suz) tallied a 2-2 for second and Darryl Semmler (Yam) had a 1-5 for third.

Tom MacIntyre (Yam) had a perfect day at the line and shot for the overall in the Open Junior class. Joe Knight (Suz) was second and Jim Parks was third.

In the Open Intermediate class, Mike Sutherlin (Suz) did what's best, two firsts for the overall. Fred Keen posted a 3-3 for second and Ray Shanafelt, Captain Insurance, rode his Maico to a third overall.

The 30-40 Junior class came off the line and it was Glen Barnett who did up to pass early leader Bradley Harrison. Turner, after having a restart, almost took the early lead but transmission problems dropped him back to fifth. He moved up to second in the trees but off the only real jump on the track he landed and third gear went south.

Results in Results Section.

PHOTO BY ACTION OZ

n the pack.

the best in both motos for the overall. Roger Knight (Yam) had second.

Captain Insurance, Ray Shanafelt, took his ISDT Maico to a 1-1 overall in the 30-40 Senior class. Ray said afterwards that the "ole two-dayer just keeps winning." Maybe he'll quit eyeballing that new AW in the Maico shop down the street.

Old Timer Juniors had a three-way battle among John Semmler (Yam), John Berggren (Yam) and Don Sandretzky (Yam) and finished very tightly in just that order.

Walt Drake took his Husky to a 1-1 and Jack Yamanaka took his Honda to a 2-2 to finish in that order for the day at Woodland Winter Track.

Results in Results Section.

Parsons puts Tulare together

By Garrett Cycles

TULARE, CA, MAR. 12

Tulare Off Road Vehicle Park put on their first CMC motocross race Sunday. This park is owned by the city of Tulare and they deserve a big hand for what they have done for off-road bike riders. The weather wasn't the greatest, but it didn't stop the best of a group of 200-plus riders.

Doing a whale of a job for the 50cc Pee Wee Mini class, it was Jason Morrison (Suz) that got aced out by Brandon Reyes in the first moto, but places were reversed for Jason in the overall position. Third overall was Gary Lambert (Suz). Mini Juniors' first place was taken by Kurtis Wilder (Yam) while second and third went to Robert Farmer (Yam) and Gregg Davis.

Intermediate and Expert Mini classes were small, but the race was just as tight. Mark Nelson (Suz) took first place in the Expert division. Shawn Halahan (Yam) took a first in the Intermediate class.

Mike Williams (Yam) took first in the 100cc Junior Division I. Division II went to Raymie Blair (Suz).

The 125cc Junior class was separated into four divisions. These boys really turned out and put on a good show. This is a big group, and the top riders will soon show their stuff so watch out. Open Juniors were a small group, but they did their stuff. Darren Prictchett (Suz) and Mike Jimenez (Suz) took first and second.

The 250cc Junior was another big group, having to be divided into two moto groups. Division I first place went to Jim Gardner (Mon). Division II first place went home with Tom Schmidt (Suz).

The Garrett name is still in the pot. Milan missed this race because of the flu, but Duane did himself proud by making his Montesa fly. Another first for the Garretts!

With the size of the track and all things considered, Mrs. Dollie Parsons and her crew deserve an ovation of the highest kind from everyone, riders and parents alike. Thanks again Dollie.

Results in Results Section.

LaPierre outpipes Kiona participants

By The Squisher

KIONA, WA, MAR. 12

Over 200 riders competed Sunday on the all-natural-terrain course at Kiona, which was prepared very well to yield a lot of good motocross racing.

The 100cc class proved to be a three-way battle among Randy Mooney (Yam), Scott Alderson (Yam) and Kurt Roscoe (Yam). Alderson followed Mooney for the entire first moto, trying to make his pass but was never able to find enough room. Kurt Roscoe held down a comfortable third in the first moto and then stormed out of the gate in the lead of the second. Mooney was in second and Alderson third as they both tried every trick in the book to pass Roscoe. Scott eventually moved into second by the finish, tieing all three riders on points and giving the win to Roscoe.

Best riding of the day came from Mogan David LaPierre, as he patched his Suzuki's broken exhaust pipe together with duck tape and came from behind to win both motos of the 250cc Pro class. Andy Tudor (Yam) holeshot the first moto with Ron Pomeroy (Kaw) close behind. Pomeroy took the lead and appeared to stretch out an unbeatable lead, but Mogan slowly closed the gap to win.

The second moto was practically a repeat of the first, with Mike Czebator (Kaw) taking third over Tudor.

Open and 125cc Pros were run together because of the small amount of riders in each class. Bill Jones smoked the entire field on his LOP Suzuki with Art Key (Suz) taking second. Jerry Bewlay (Suz) easily won the Open portion.

Results in Results Section.

Halcomb hustles/ Heiberger consistent

By W. H. Spencer

SONOMA, CA, MAR. 12

Charles Halcomb warmed up his effort for a good 125cc National effort in winning both ends of the lightweight Expert class at the Sears Point Winter motocross, while Jerome Heiberger was Mr. Consistent with a pair of twos in the Open Expert and a one-two combo to win the 250cc Expert. Heiberger took most of the bucks and blue plate points on a bright, windy NorCal race day.

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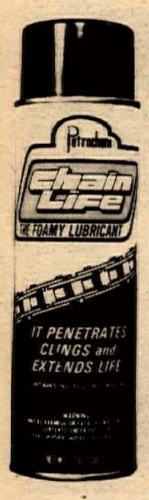

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NORTHERN DATELINE

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PHOTOS BY W. H. SPENCER

In a quieter moment at Sears Point Raceway, three riders tour in close formation.

Sunday was the final race of the Winter Series put on by the Sonoma County Sports Cycle Association, and with a few delays keeping things behind and a light turnout with four other events going down the same day, it was a long and cool afternoon of great racing.

The 250cc class was the first out with two Divisions of Novices. Pete Hazel made the consistent run here with a win in the first moto and a second behind Pete Langley on a Cycle West Suzuki, in with a 3-1 for second overall and a few points over Al Draeger and Denny Scarpete. Langley didn't make his moves right in the first moto but did just the right thing in the 125cc Novice Division I with two firsts and a good possibility of being a Junior before Hangtown comes up.

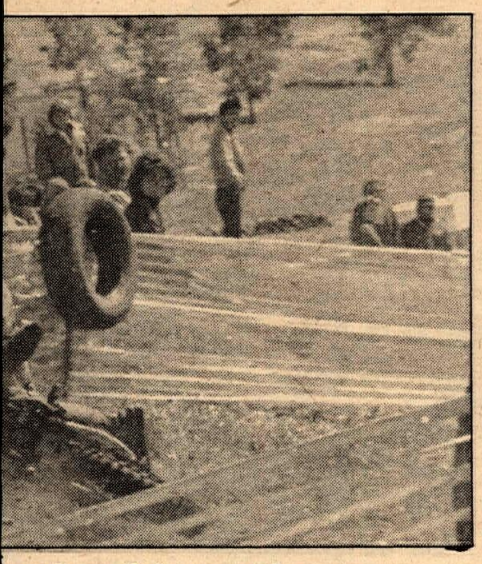
Jon Cook had no troubles winning both ends of the 250cc Novice Division II on his Husky, with Rex Powell doing just as good for second each time on his KTM. Dave Ramirez broke up the trend with a 3-5 to out-point Joey Peterson for third.

Bill O'Donnell started out the 250cc Junior class with a win over Mel Arnold and Dean Joyner, but couldn't even finish the second, leaving the opening to Ron Combs. Joyner and his Redwood Cycle Suzuki came in second over Arnold.

Jerry Heiberger and his pair of Maicos had a good day at the pay window with a win in the first 250cc Expert moto and a second in the other, to win the overall. Tim Worth fell while leading the second moto, but while Heiberger was trying to avoid both bike and rider, Phil Douglas snuck his Maico by for second overall. Worth got his red-tanked Honda up and back into action before another rider could get into third and rode a fast line to stay there over Chris Grewer, back in action after a long season off with knee problems.

In the Open money class, Heiberger kept his Maico in the second spot in both motos, while bad starts did nothing for Bob Myers in the first moto or Jim Turner in the second. Turner worked right on through the pack in the first to take the win on a Husky, but didn't get such a good start and fell in the second to wind up with a 1-4 combo and second overall. Myers got a good second moto start and used it to good advantage to win that one while Heiberger and Phil Douglas resumed the same battle as in the 250, except that Heiberger was doing the leading and Douglas the following.

Mini classes were combined for one big free-for-all between the 80s and 100s with an XR Honda grabbing the overall. Little George Holland smoked



a Sears Point snow fence.

all comers on his four stroke bomb with Howie Ross unable to catch the Holland Honda special. It was throaty enough to be a thumper, with a beautiful sound and a terrific ride that had the crowd cheering. Ed Minton took the 100cc Novice portion over Dave Carrera and Jerry Cabral on his Cycle West Suzuki.

Lee Duncan took a pair of twos for the overall 80cc Novice win over Charlie Venegar with Taryl, beating out Tiner MacArthur in a tie for third.

Brad Sarganis took both ends of the 100cc Sportsman with Brian Duarte combining a 2-3 for the second trophy.

Charlie Halcomb was using today's race as a good tune-up for his upcoming National 125cc effort which will start at Hangtown in under a month. Halcomb continues to improve his style and speed on a nicely prepared Husky out of Santa Cruz. Dave Wood came off a fourth in the first moto to tie for points and second with Dave Woodall with a 4-2 against Woodall's 3-3, the difference for second and third.

Zach Fust had little problem with the 125cc Junior class with two wins over Mike Beier. Pete Langley did his thing in the first 125cc Novice motos and Mike Sprengen the same in the Division II set up.

Results in Results Section.

Spence, Morrell split Sand Hill victories

By W. H. Spencer

BRENTWOOD, CA, MAR. 10

Wes Morrell put a hat trick together to win the 250cc Expert class over point leading Denny Spence in regular Friday night rough scrambles action at Tom Anderson's Sand Hill Ranch. Spence came back for a last-lap charge and Open Expert win over a highly disgusted Danny Castlehano.

It was the largest crowd of the new season for the Sand Hill crew and the big increase in the Novice classes shows positive for the sport. Rod Smith was the best of the 250cc Novice bunch, winning over Hank Weber and John Silva, while Dallas Hamilton won the overall 100/125cc Novice with Dave Rodriguez in second over Curt Nobles.

In Mini action, Troy Barazoto won both heat and main in the 80cc Novice section with Chris Cameron taking second for Carnegie Cycle Park, and Rick Olson in for the third trophy. Doug Chandler traded spots with Danny Moore from heat to main for the 80cc Expert win and more points toward a third championship on his Salinas-ND Yamaha. Moore is fastly becoming the kid to watch, and give Doug a race in this class. Jack Dee Barton is the fast kid in the 100cc class, beating out Joe Knight for that honor.

Joey Schlag didn't have to share any class honors, winning his own 125cc Junior easily over Tim Nobles and Jeff Nichols.

In the 250cc Expert, Spence and Morrell had a real dog fight with Morrell leading and Spence passing, but getting repassed in the heat. The main was a lot of the same with Morrell taking the win in the four-man class.

Over in the Open Expert class, Danny Castlehano and the Fremont Yamaha/Dad Castlehano 400 YZ looked for all bidders like an easier winner, only to get nipped out at the checkered by Spence in some of the fastest action seen on this TT track.

The combined class for the night was the 250cc and Open Junior, with Dale Hansen winning on a nice TT 500 with Dave Lehman puffing in for second. Jeff Nichols took the 250cc class.

Results in Results Section.

Wosick wins two at Sand Hill MX

By Tom Anderson

BRENTWOOD, CA, FEB. 26

An AMA-sanctioned motocross drew another super turnout for Sand Hill Ranch. The fast guy of the day was Expert Larry Wosick. Mike Schlow won the first 125cc Expert moto with the hard-charging Wosick in hot pursuit. The second moto Shawn Cady — fifth in the first moto — was dialed in but Wosick wanted the win. Wosick passed Cady down the front straightaway but Cady held his Suzuki wide open, found an extra five horsepower and passed Wosick back on the outside in the sixth-gear corner. But, with consistent riding, Wosick won the overall.

In the 250cc Experts, Wosick (Yam) could not be stopped, winning both motos. In the first one Wes Elrod got the holeshot and tried hard to win, but Wes is plagued with asthma and could not hold Wosick back. The second moto Wosick had to come from behind to win. He rode like there was no tomorrow and won. He also picked up sponsor, Vickers Concrete and Sawing Company, and also Dirt Werkes.

Three divisions of 125cc Novices were in for some hairy racing! Dallas Hamilton won the scrambles Friday night and came out Sunday and smoked Division II of the 125s. Mike Mythen was second. Kenny Henze, the winner of Division I for two weeks in a row, has a Honda 750 with a trailer, and brings his 125cc Suzuki on the trailer, even in the rain and cold weather.

The Open Expert class was a repeat of two weeks ago with Curt Wilcox still in the winner's circle. Second place went to Big John Roeder with third going to Rick Timmossi.

The 100cc Novice race was a thriller with Matt Morenzo winning, but he had his hands full with Frankie Hastings coming out of retirement. Hastings led almost all of the second moto, but could not hold back Lorenzo. ●

Results in Results Section.

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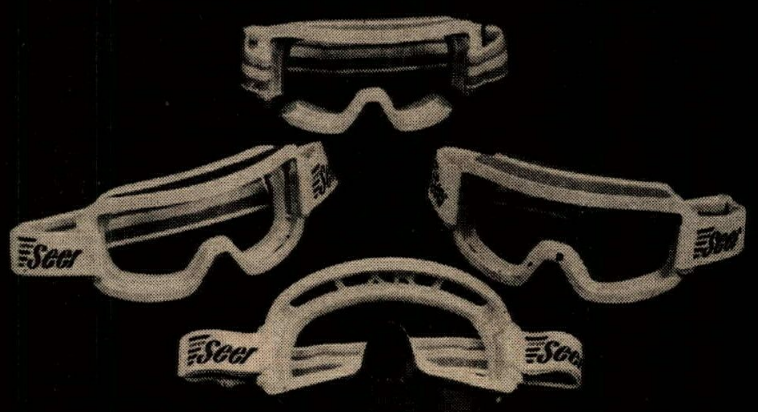

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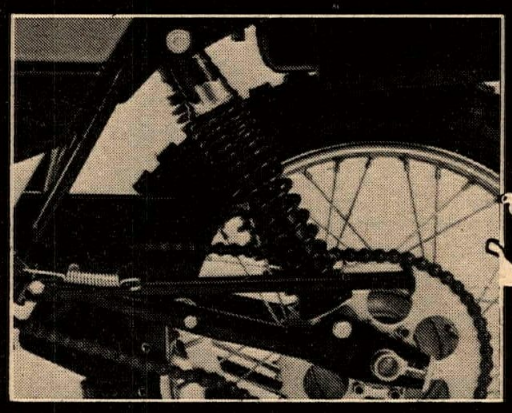

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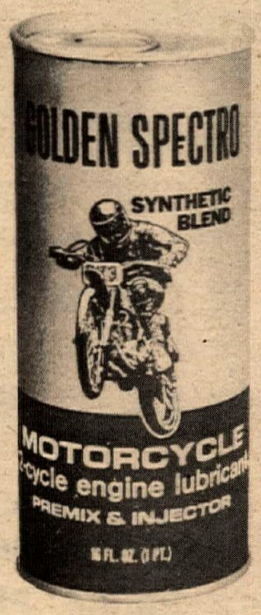

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Central Pipeline

PHOTO BY TERRY WHYTAL

Taking the Lake Whitney 250cc Expert overall win was Maico-mounted Bobby Pickard.

Boles bars Dash for Cash dollars

By Terry Whytal

LAKE WHITNEY, TX, MAR. 12
A good field of 280 riders turned out for Sunday's races which were held on a superbly prepared Lake Whitney track, under warm sunny skies. I had just driven from California to sample the famed tracks of Texas, and was quite pleased at the organization of owner DeVaugn Mitchell and family who worked as scorekeepers, flagmen and starters.

Leading off the day's action were the Micro Minis with Keith Foytik's Ital Jet taking the overall ahead of the Suzukis of Dennis LeBoeuf and Mike Michetree.

The Mini Junior race saw Carrol Richardson on a Suzuki holding on to the win over Mike Caskey (Suz) and Daryl LeBoeuf (Yam).

Yamaha rider Bucky Houston cleaned up on the Mini Senior class, with Craig Riddle (Suz) second and Mark Dawson (Suz) third.

Suzuki riders swept the 100cc A class. Darin Eames came in for the win followed by Ken Johnson and Mark Clark.

Action in the 100cc B class was provided by winner Ronald Dawson (Suz) and second and third place riders David Myres and Mike Pierce, both on Yamahas.

The 125cc Novice class had so many entries they were split into two divisions. Division One winner was Randy Henshaw (Yam), followed by Olie Jones (Yam) and Ronnie Parker (Suz). Division Two honors went to Yamaha riders Tony Nielsen, first, Mike Hance, second, and Randy Mansell third.

A good race developed in the 250cc Novice class between Yamaha rider Randy Willingham and Kawasaki-mounted Larry Locklear. Willingham finally captured the overall ahead of Locklear, with James Knight (Mai) in for third.

In the Over 30 Intermediate race Jim Calvert (Yam) showed the field his rear fender as he rode to the win ahead of Bill Astrin (Mai) and Dave Mills (Bul).

Dud Gaze's Yamaha cleaned house on the Over 30 Expert, with the place and show positions going to Husky rider L.D. Riddle and Ed Terrel on a Bultaco.

Suzuki rider Randy Sullivan headed a strong 125cc Intermediate field followed by Malcolm Vincent (Suz) and James Roberts (Suz).

Adam Cox and Tracy Durham, both on Suzukis, and Bill Newkirk, riding a Yamaha, had quite a race in the 250cc Intermediate class. Newkirk finally won the overall, Cox was second and Durham third.

After two 500cc Intermediate motos, Robbie Pannell and his Bultaco came up with the overall win ahead of Sam Womack on a Husky and David Banton (Yam).

As the 125cc Expert first moto got underway, the main protagonists quickly shot to the lead. Eddie Walker, Sean O'Brien and David Jones, all riding Suzukis, fought for the lead. At the checkers first was Walker then O'Brien and Jones. I detuned myself halfway through the moto by centerpunching a fence, and sat out the remainder of the race so I could chat with the ambulance crew.

In the second moto David Jones shifted into high gear and beat Walker and O'Brien, but with a 3-1 score had to settle for second behind Walker's 1-2 finish. O'Brien was third.

Maico rider Bobby Pickard won both 250cc Expert motos, but not without a fight from David Stutts on a Yamaha, and David Boles riding a Maico. Stutts and Boles both made charges at the lead but couldn't hold the pace and eventually faded back. Pickard took home the first place money with Stutts second and Boles third.

When the gate dropped for the 500cc Expert race, Boles jumped to the lead ahead of Pickard and Stutts. Lap after lap Pickard tried to find a way around Boles and the two opened up a big lead on the rest of the field. Pickard finally got Boles and the finishing order was Pickard, Boles and Stutts.

Pickard wasted no time grabbing the lead in the second moto but Boles was right on his tail, waiting for a mistake that never came. For the second time that day Pickard won the overall but this time Boles took second and Stutts was third.

Raceday ended with a mad Dash for Cash. Fifty dollars went to the winner, with three laps to do it. Only a few riders went for it but it was wild anyway as Pickard crashed in the first lap and Jones on his 125 put on a desperate last-lap charge that nearly sent him into the scoring stand. David Boles held on and finally got the win he was looking for all day.

Results in Results Section.

Magoo pulverizes Pittsburg MX

By Ben Johnson

PITTSBURG, KS, MAR. 12
Starting off his tour of the Midwest, Danny "Magoo" Chandler stopped at the Pittsburg motocross to pocket the lion's share of Sunday's $1000 Pro purse. Aboard a new trio of Suzukis, Magoo swept six

PHOTO BY BEN JOHNSON

Five Pros pop out of a Pittsburg pit with winner Danny "Magoo" Chandler (63) slipping under on the side.

motos to win the 125, 250cc, and Open Pro classes.

The first moto of the 125cc Pros found Magoo the star attraction, sitting in the middle of some heavy competition. "Jumpin'" Joe Burke (Suz) grabbed the holeshot as they hit the first turn with Magoo (Suz) and Randy Kirschbaum (Yam) glued to his rear fender. A battle then ensued for first between Magoo and Burke. The seesaw battle came to a brief end at the halfway point as Magoo fell in the back section. This left Burke with a seemingly secure hold on first, but Chandler was really hot and passed Burke for the lead in only two laps! Magoo finished first with Burke close behind. Toward the end of the moto, Kirschbaum dropped to fourth, letting Shannon Niday (Suz) into third.

Taking the lead around the first turn in round two, Burke was again followed closely by Kirschbaum and Magoo. On the second lap, Magoo tried to cut inside Kirschbaum in a tight turn but ended up on the ground, falling to fourth. By the fourth lap Magoo was up to third and closing on the leaders. Disappearing into the back section on the fifth lap, Magoo was third. When the top three reappeared, he was number one and pulling away from Burke and Kirschbaum. The finish went Magoo, Burke and Kirschbaum.

In 250cc Pro action, Magoo came off the line in second, then passed Brian Layton (Mai) in the first turn for the lead. Those two were followed by Bill Moyer (Mai). Most eyes were set on Shannon Niday on a new Kawasaki 250. Niday started in seventh but moved up to fifth on the third lap, then fourth on the fourth lap. That was as far as he got though, and the finish of moto one read Magoo, Layton, Moyer and Niday.

Moto two was a renewed battleground for Magoo and Joe Burke (Mai). Magoo started in fifth with Burke second. In one lap Magoo was in third and on the fourth lap, Magoo and Burke tightened up to battle for the lead. Down the longest straightaway on the track, Magoo out-horsepowered Burke to win the moto and the overall.

What could cap off a more perfect day for a rider than to win three classes? Ask Magoo. With the 125 and 250cc wins behind him, he sat on the line waiting for the start of the Open Pros. Starting off in fifth, Magoo passed one rider on the first lap, then three riders on the second lap to completely desimate the first moto.

The second moto looked like a replay of the first, but this time Magoo took the holeshot and ran away from everyone virtually unchallenged.

Results in Results Section.

CRRC riders return for post-Daytona romp

By Ric Levit

DALLAS, TX, MAR. 18

Central Road Racing Club opened its 1978 season with the most successful race ever held in the Dallas-Ft. Worth Metro-Plex.

Many of the riders had just returned home from Daytona but were so excited after the Speed Week they just had to continue their winning streaks. Jon Minonno of Big D Triumph came back with a National Number One 750 Production title and Bobby Goodin a National Lightweight Champ. Paul Stephenson also came home, empty but eager for a win.

Stephenson took home a pair of CRRC firsts, the Open Cafe and the Open GP win. Minonno also was a double-winner, in the 750cc Production class and the 750cc Cafe. Goodin topped the prior records as he became a triple-winner. The 250cc Production, 250cc Cafe and the Formula 4-200 GP were his. This reinforced the belief that CRRC has the fastest riders in the nation. Freddie Spence stayed home after his super Daytona win.

Dennis Kalmus, retired CRRC racer, took the new position as Race Director and did an excellent job this time out. The next CRRC race will be April 29-30 at Henderson, Texas. ●

Results in Results Section.

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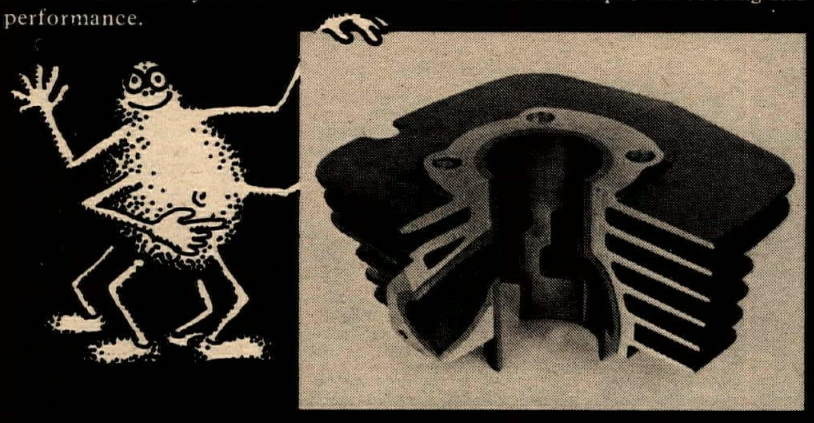
At the heart of every Hodaka street-legal trailbike is a time-proven engine with an amazing cylinder design that only Hodaka engines offer. It starts with an inner core of Mehanite iron (for long wear) which includes all ports. Then around this core is cast large aluminum fins (for heat dissipation). We call it the Alumiferric Cylinder. The result is improved cooling and performance.



Just one of dozens of features that make Hodakas worth looking into.

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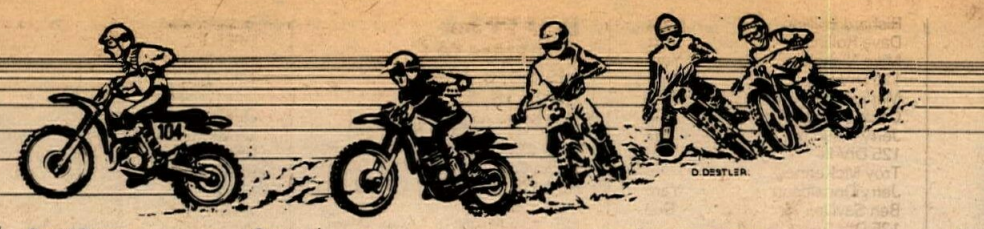
RESULTS



Pittsburg MX
Freddy Van's Cycle Land
Pittsburg, Kansas
March 12, 1978
By Ben Johnson

MINI BEG	
Bart Schifflett	Suz
Brent Schifflett	Suz
Danny McKay	Suz
MINI NOV	
Shannon Niday	Suz
Scott Treadway	Suz
James Canady	Yam
100cc NOV	
Jim Watson	Yam
David Pruiett	Yam
Kirk Taylor	Suz
125 NOV	
Rick Grigg	Yam
Bob Edwards	Suz
Jim Weaver	Suz
125 EX	
Danny"Magoo" Chandler	Suz
Joe Burke	Suz
Randy Kirschbaum	Yam
250 NOV	
Danny VanHoozer	Suz
Vince Lago	Yam
Dale Crook	Mai
250 EX	
Danny "Magoo" Chandler	Suz
OPEN NOV	
David Williams	Yam
Bobby Tegarden	Suz
Doug Moutrey	Yam

Kiona Motocross
Kiona, WA
March 12, 1978
By The Squisher

MINI	
Kyle Fast	Suz
Mark Cropper	Yam
Rusty Yamamoto	Yam
100cc	
Kurt Roscoe	Yam
Scott Alderson	Yam
Randy Mooney	Yam
125 PRO	
Bill Jones	Suz
Art Key	Suz
Jim Hawes	Yam
125A	
Troy Sawyer	Suz
Steve Monstad	Yam
Phil Mahre	Yam
125B FIRST HEAT	
Craig Lowrie	Suz
Marlin Schumaker	Yam
Pat Jaquish	Yam
125B SECOND HEAT	
Mike Bartheld	Suz
Jeff Price	Hon
Darren Thomas	Yam
250 PRO	
David LaPierre	Suz
Ron Pomeroy	Kaw
Mike Czebator	Kaw
250A	
Mark Wells	Can
250B	
Doug Brown	Hon
Mark Augustine	Kaw
Dean Owens	Can
OPEN PRO	
Jerry Bewlay	Suz

TROPHY PICKUP

Duster M.C. trophies available at Los Coyotes Hare Scrambles (Sat.) March 25 and at the Great Bear Grand Prix April 1&2. For further info. call Al Carrasco (213) 830-5318. (12)

For listing in this department, please mail information with $1.00 per week that it is to run to: Cycle News Trophy Pickup, Box 498, Long Beach, CA 90801.

OPEN A	
Jim Reynolds	Yam
Jodie Luke	Yam
OPEN B	
Larry Mineer	Yam
Steve Hall	Yam
Keith Roscoe	—
OLD TIMERS A	
Ken Chickering	Yam
Vern Rank	Yam
OLD TIMERS B	
Bud Bewlay	Yam
Jack Cameron	Yam
OVER THE HILL GANG A	
Steve Hall	Yam
Ron Marshall	Yam
OVER THE HILL GANG B	
Bill Kuhn	Yam
Ken Kissel	Yam

O.C.A. Motocross
Ogden, Utah
March 12, 1978
by Maxie Abernethy

125 NOV	
Kelly Stewart	—
Mike Luyloa	—
Tim McIntyre	—
125 AMA	
Tim Salt	Suz
Steve Jeppsen	Suz
Ken Ulibarri	Suz
250 NOV	
Mike Behrman	—
Eric Satterwaite	Yam
Ted Stewart	—
250 AMA	
Neil Hilton	Kaw
Kelly Bird	Mont
250 EX	
Randy Sargent	Yam
Mike O'Driscoll	Yam
Dale Bohm	Mai
OPEN NOV	
Dave Tepler	Yam
Rich Gillett	—
Pat Foard	Hus
OPEN AMA	
Jeff Roberts	Suz
Bill Anderson	—
OPEN EX	
Mike O'Driscoll	Yam
Randy Evans	Yam
MINI NOV (7-11)	
Mike Valdez	Yam
Alan Hilton	Yam
Russel Brenneman	Yam
MINI NOV (12-15)	
Doug Brazelton	Yam
Curtis Eddy	Yam
Shane Wilde	Yam
MINI AMA	
Steve Liedburg	Suz
Brent Smith	Suz

A.M.E. NIGHT MX
Indian Dunes
Valencia, CA.
Mar. 17, 1978
By Lee Taylor

100 BEG	
Dave Bottomley	Yam
David Jones	Yam
Doug Mitchell	Suz
125 BEG	
Steve Perry	Suz
James Pedroza	Hon
Mike Powell	Suz
250 BEG	
Mike Eyerly	Suz
Craig Nitta	Yam
R. Wamhoff	Mon
MINI JR.	
Tom Stout	Yam
Gary Szilagyi	Suz
Paul Carpenter	Yam
100 JR.	
Jim Coffey	Yam
Ron Norwoods	Suz
Richard Ising	Yam
125 JR. DIVISION I	
Eric Gima	Suz
Mike Kincaid	Suz
Paul Arnold	Suz
125 JR. DIVISION II	
Ed Ho	Suz
Rex Richardson	Suz
Randy Pretzer	Suz
125 JR. DIVISION III	
G. Norkins	Suz
A. Sekeres	Suz
T. Burk	Yam
250 JR. DIVISION I	
Brett Round	—
Kurt Gengenbach	Suz
Jim Neubauer	Yam
250 JR. DIVISION II	
Jeff Biehl	Yam
Rob Challman	Suz
Andy Nesting	Hus
500 JR.	
Greg Plagemann	Suz
Jim Douglas	Mai
J.E. Carpenter	Mai
MINI INT	
Zoli Meszaros	Yam
Tim Shelton	Suz
Jack Greenberg	Suz
100 INT.	
David Barbaero	Suz
125 INT. DIVISION I	
Alan Anderson	Suz
George Capodieci	SSS
Ed Eckert	Suz
125 INT. DIVISION II	
Kenny Spiker	Suz
Rod Richardson	Suz
Greg Martinez	Suz
250 INT.	
Rob O'Rourke	Hon
Gary Goforth	Suz
Mike Van Acker	JD
500 INT.	
Rick Denney	Suz
Alan Root	Mai
Rich Bunch	Suz
MINI EX	
Eric Kehoe	Yam
100 EX	
Jim Simons	Yam
Brian Part	Suz
Andy Meszaros	Yam
100 PRO	
Jim Holley	Yam
Jim Crowder	Suz
Tim Hines	Yam
125 PRO	
John O'Mara	Suz
Mark Lawrence	Yam
Jim Crowder	Suz
250 PRO	
Eddie Cole	C-A
Greg Robertson	C-A
Craig Cole	C-A
VETERANS	
Al Stinebaugh	Suz
David Rogers	Suz
WOMEN'S DIVISION	
Rox Ann Dougherty	Hon
Pat Holland	Suz

A.M.E. MX
Sprockets Park
Bakersfield, CA.
Mar. 19, 1978
By Lee Taylor

125 BEG	
Maria Moroneo	Yam
Brian Lagala	Suz
Lance DeLong	Suz
250 BEG	
Harry Baudakian	C-A
Dennis Rushing	C-A
Harry Jaeltke	Yam
MINI JR.	
Billy Adair	Yam
Scott Jordan	Yam
James Bennett	Suz
100 JR.	
Steve Jordan	Yam
Ralph Delorto	Suz
125 JR.	
Holly Troder	Suz
Mark Urseth	Suz
Nick Young	Yam
250 JR.	
Rob Poznoff	Yam
Deven Santangelo	Suz
Brian Vargus	Suz
500 JR.	
Brett Miser	JD
Doug Hosfeldt	Suz
Eddie Sanders	Suz
MINI INT.	
Pat Galan	Yam
Chris McCauley	Yam
100 INT.	
Randy Harden	Yam
Steve Wilham	Yam
125 INT.	
Gary Neal	Yam
Scott Curtis	Suz
Joey Roseberry	Suz
250 INT.	
Allan Decker	JD
Rob O'Rourke	Hon
David Camarena	C-A
500 INT.	
Darren Shotwell	Yam
Billy Handal	Yam
Jim Rockwell	Yam
125 PRO	
David Lynch	Suz
Danny Thompson	Suz
Gary Jones	Suz
250 PRO.	
Don Dixon	Yam
Bill Robertson	Hon
Mark Boren	Hon
500 PRO.	
Andy Jannings	Mai
Jim Denson	Yam
Dean Taylor	Mon
ODYSSEYS	
Aaron Pallet	—
Howard McAbee	—
ATC 90's	
Danny Shaffer	—
Curtis Sparks	—
Gary Brock	—
VETERANS	
David Rogers	Suz
Bill Oliver	Yam

High School MX
Corona Raceway
Corona, CA
Mar. 11, 1978
By Elaine Jones

MINI NOV/WOMAN'S DIV	
Kelly Daugherty	M.V.
Roman Pierson	M.V.
Eddie Marshall	M.V.
100cc SEN	
Scott Phelps	West
Mike Word	Nor
Keyy Guyett	C.Oak
125cc NOV	
Mike Newman	C.Oak
Ernest Torres	Nor
Pat Fitzgerald	C.Oak
125ccINT.	
Kenny McIntosh	Nor
Scott Seeley	Nor
Rick McCorkell	Nor
175cc INT	
Rick VanderHam	Nor
Alan Seeley	Nor
Mike Knueven	Nor
250cc NOV	
Don Griewe	M.V.
Mark Hamilton	West
Scott Lantz	Nor
OPEN SEN	
Bill Jewett	Nor
Guy Campbell	West
Lance Tubbs	C.Oak

TT & Half Mile
Corona Raceway
Corona, Ca
Mar. 15, 1978
By Elaine Jones

TT	
MINI	
Curtis Cannon	Yam
Chris Gables	Yam
Greg Nelson	Yam
125cc	
Mark Ledbetter	Yam
Andy James	Suz
Jimmy Rosa	Yam
250cc NOV	
Steve Cullinan	C-A
Terry Williams	Mon
Mike Gannon	Bul
250cc AM/EX	
Rob Selvey	Yam
Bobby Garabedian	Yam
Jack Smith	Yam
OPEN NOV	
Scott Shoup	Yam
Gary Johndro	Yam
OPEN AM/EX	
Craig Dale	Amx
Eddie Drake	Suz
Ray Porter	Yam
MONEY	
Joe Steffin	Yam
Shawn Leipold	Yam
Matt James	Tri
HALF MILE	
MINI	
Curtis Cannon	Yam
Chris Gables	Yam
Roger Thompson	Yam
125cc	
Mike REDDING	Yam
Darren Hulbert	Yam
Jim Rosa	Yam
250cc NOV	
Steve Cullinan	C-A
Mike Gannon	Bul
250cc	AM/EX
Rob Selvy	Yam
Todd Brown	Yam
Terry Singleton	Amx
OPEN NOV	
Scott Shoup	Yam
Shawn Pettis	Bul
Gary Johndro	Yam
OPEN AM/EX	
Bud Robinson	H-D
Don Tortorelli	H-D
Steve Fortune	H-D
250cc MONEY	
Pete Hames	Yam
Dylan Neihart	Yam
Joe Steffin	Yam

Motocross
Woodland Winter Trk
Woodland, Wash.
Mar. 11, 1978
by E. McCormick/ Action Oz

MINI JR.	
Rod Presley	Suz
Steve Bye	Yam
Jay Collins	Yam
MINI INT	
Robby Watilo	Yam
Denny Fennell	Yam
Gary Harkleroad	Suz
PEE WEE	
Frosty Corcoran	Itj
Larry Ward	Itj
Nicky Blasdell	Suz
100 JR.	
VictorParrish	Yam
Robert Corcoran	Yam
James Croff	Yam
100 INT	
Craig Lambert	Yam
Steve Corcoran	Yam
Robby Watilo	Yam
125 JR. A	
Craig Boyle	Yam
Mike Blackwell	Yam
Gary Baslar	Yam
125 JR. B	
Rick Phillips	Suz
Ron Wooding	Yam
Kenny Rogers	Yam
125 INT	
Kelly Whelchel	Suz
Jody Becker	Suz
Steve Howland	Suz
250 JR.	
Rick Rismoen	Yam
Tom Gastaldi	Yam
Curtis Kerbaugh	Hon
250 INT	
Doug Foster	Suz
Eric Schumacher	Suz
Darryl Semmler	Yam
OPEN JR.	
Tom McIntyre	Yam
Joe Knight	Suz
Jim Parks	Suz
OPEN INT	
Mike Sutherlin	Suz
Fred Keen	Yam
Ray Shanafelt	Mai
30-40 JR.	
Glen Barnett	Hon
Roger Knight	Yam
Howard Howe	Suz
30-40 SR.	
Ray Shanafelt	
OT JR.	
John Semmler	Yam
John Berggren	Yam
Don Sandretzky	Yam
OT SR.	
Walt Drake	Hus
Jack Yamanaka	Hon
125 PRO	
Rowdy Blasdell	Yam
Steve Pless	Yam
Dave Therreault	Yam
250 PRO	
Rowdy Blasdell	Yam
Skeet Hise	Yam
Dave Therriault	Yam
OPEN PRO	
Rowdy Blasdell	Yam
Skeet Hise	Yam
Treve McReynolds	Suz

Motocross
DeAnza Cycle Park
Sunnymead, CA
Mar. 19, 1978
By Ron Lawson

MINI BEG	
Don Sigrist	Yam
Dave Frear	Suz
Terry Knight	Yam
MINI NOV	
Scott Amy	Yam
Richard Hoffman	Suz
Eddie Woodburn	Yam
100 BEG	
Tony Hernandz	Suz
Donald Urbanek	Yam
125BEG	
Jeff Monroe	Yam
Joey Thomsa	Suz
Mike Osenbaugh	Yam
125 NOV	
Jeff Cantwell	Hon
Ron Taylor	Suz
Bob R. Frye	Suz
125 INT	
Craig Gormley	Yam
Ken Odra	Yam
Bart Hih	Suz
125 EX	
Dean Cates	Suz
Dave Rose	Suz
250 BEG	
Tony Camarena	Suz
Rick Vernum	Yam
Ken Drake	Suz
250 NOV	
Doug White	Suz
Davey Jones	Yam
Rob Dameron	Suz
250 INT	
Jeff Lambson	Yam
Randy Fleming	Yam
Scott Wuick	Suz
250 EX	
Drew Nelson	Suz
Bill Pelto	Yam
Robbie Brand	Yam
OPEN BEG	
John Mohr	Suz
Ron Rogers	Suz
Matt Urbanec	Yam
OPEN NOV	
Anthony Cunningham	Suz
Bill Koch	Suz
John Gibbs	Mai
OPEN INT	
Larry Minor	Yam
Bruce Walker	Yam
Steve Herzig	Yam
OPEN EX	
Scott Caveness	Suz
Doug McGowen	Mon
Tim Lanham	Yam
VETS INT	
Bob Barr	Suz
Paul Wilde	Yam
VETS BEG	
Tom Cunningham	Suz
Jim Nary	KTM

A.M.E. Motocross
Racing World
Trabuco Cyn
March 19, 1978
By Keith Clemons

OPEN PRO	
Lance Moorewood	Suz
Rick Marion	Hus
250 PRO	
Lance Moorewood	Yam
Don Glover	CanAm
Pat Delligatta	Hon
125PRO	
Mike Brown	RM
Skip Blake	Suz
Jesse Slaton	Suz
100PRO	
Tim Hines	Yam
Ladell Eide	Hon
OPEN INT	
Randy Lewis	Yam
250 INT	
Mark Tayler	—
David Cardoza	Suz
125 INT	
Tim Willmeth	Yam
Phil Carter	Yam
Chris Fisher	Suz
100 INT	
Brook Bolstad	Yam
OPEN JR.	
Walt Morrison	Yam
Dan Holley	Yam
Jim Galatioto	Yam
250 JR.	
Tony Cotia	Suz
Kevin McLaughlin	Yam
Steve Salas	Yam
125 JR.	
Brian Maloney	Hon
Randy Moos	Yam
Chris Jensuin	Suz
100 JR.	
Kenny Campbell	Yam
Richard Ising	Yam
Reed Becker	HCS
OPEN BEG	
Jim Howard	Yam
David Young	Yam
Jay Keenan	Suz
125 BEG	
James Edwards	Yam
Russ Anderson	Suz
Robert Perez	Suz
100 BEG	
Paul Fitz-Gibbon	Yam
Toby Bassett	Yam
Joe Stroud	Yam

Tulare Cycle Park
Tulare, CA
Mar. 12, 1978
By Garrett

50cc	
Jason Morrison	Suz
Brandon Reyes	Ital
Gary Lambert	Suz
MINI JR.	
Kurtis Wilder	Yam
Robert Farmer	Yam
Gregg Davis	Suz
MINI INT	
Shaun Halahan	Yam
John McCreary	Hon
Craig Kent	Yam
MINI EX	
Mark Nelson	Suz
100 JR.DIV I	
Mike Williams	Yam
Darrell Castleman	Suz
Steve Morales	Suz
100 JR.DIV II	
Randy Sheets	Suz
Raymie Blair	Suz
Mike Scruggs	Hon
100 INT	
Mike Olmster	Yam
100 EX	
Robert Marks	Suz
125 JR.DIV I	

KTM

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Metzeler 714-535-5000 Hi-Point

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KTM

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Richard Phillisp	Suz
Dave Rollins	Suz
Mike Nichols	Yam
125 DIV II	
Mark Cross	Yam
Oscar Loring	Suz
Jerry Parsons	Suz
125 DIV III	
Troy McKenney	—
Jerry Donaldson	Yam
Ben Saville	Suz
125 DIV IV	
Mike Olmste	Yam
Skipper Layton	Suz
Scott Hobson	Suz
125 INT	
Kirk Smith	Suz
Jim Clericizio	Yam
John Davis	Suz
125PRO	
Jon Nelson	Suz
Randy Johnson	Suz
Kevin Phillips	Kaw
250 & OPEN PRO	
Duane Garrett	Mont
Stanton Speck	Yam
Carl Nelson	Suz
250 JR. DIV I	
Jim Gardner	Mont
Eddie Jimenez	Bul
Mike Lopez	Suz
250 JR.DIV II	
Tim Schmidt	Suz
Kris Phillips	Mai
Chris Hanson	Bul
250 INT	
Dave Brown	Kaw
Anthony Silveria	Yam
George Knott	Suz
OPEN INT.	
Tim Dias	Yam
Gary Wilson	Suz
Steve Snider	—
OPEN JR.	
Darren Pritchett	Suz
Mike Jimenez	Suz
Thom Rose	Yam
OPEN JR.	
Eddie Sanders	Suz
David Rasento	—
Lee Marchand	Mai
VETS	
Leon Price	Yam
Richard Wilson	Kaw
Ray Donaldson	Yam

5th Annual Rainier Dealer's Challenge Puyallup Rcwy Park Puyallup, WA Mar. 18-19, 1978 by Sue Sykes

PEE WEE EX	
Bobby Moore	Suz
PEE WEE JR.	
Frosty Corcoran	Itj
Jeff Munson	Hon
Brad Jeffery	Itj
MINI EX	
Richard Shewmaker	Suz
Allen Rush	Yam
Cory Klaudt	Suz
MINI INT	
Don Gores	Suz
Doug Massey	Suz
Dale Petersen	Suz
MINI JR.	
Bryan Birkestol	Yam
C. Trent Mourer	Suz
Marty Sykes	Suz
100 EX	
Kevin Logsdon	Yam
Steven Stumpf	Suz
100 INT	
Roger Kenny	Suz
Eric Eaton	Suz
John Spooner	Suz
100 JR	
Mike Felt	Yam
Brad Bolmes	Suz
Tom Berry	Yam
125 PRO	
Pat Jacobson	Suz
Gary Racca	Yam
Duane Marker	FMF
125 INT	
Kenny New	Yam
Mike Davis	Hus
Rob Mosbrucker	Suz
125JR	
Gary Lockrem	Suz
Marty Plumb	Suz
Joe Crouch	Suz
250 PRO.	
Pat Jacobson	Suz
Bill Joyce	Suz
Tom Poage	Yam
250 INT	
Willie Schrader	Yam
Rob DiMarco	Suz
Scott Fleming	KTM
250 JR.	
Mark Stevens	Suz
Albert Fetterly	Suz
Mark Hanson	Suz
OPEN PRO	
Darrell Shultz	Mai
Mark Gregson	Yam
Doug Raines	Yam
OPEN INT	
Rusty Hoehn	Yam
Wes Sams	Mai
Richard Johnson	Yam
OPEN JR.	
Baxton Chelette	Mai
Bruce Hackney	Suz
Mike Kulp	Yam
OVER HILL	
Bob Harrison	Mai
Denny Robbins	Suz
OLD TIMERS	
Bob Mount	Hon
DEALER CHALLENGE TEAM	
Northwest Yamaha	Tacoma, WA
Bellevue Suzuki	Bellevue, WA
Paulson's Suzuki-Kawasaki	Lacey, WA
Enumclaw Suzuki	Enumclaw, WA

D-37 TT Scr Gripsters M.C. Elsinore, CA Mar. 19, 1978 By Maureen Lee

MINI COMB MOTO	Yam
Curtis Cannon	Yam
Roger Thompson	Yam
John Bales	
125 NOV MAIN	Yam
Mario Ayers	Suz
Don Milam	Yam
Mike Redding	
125cc AM-EX MOTO	Yam
Garth Beavers	Yam
Darren Hulbert	Yam
Charles Carroll	
250cc NOV MAIN	Yam
Rick Blankenship	Yam
Greg Sargent	Yam
Todd Haughton	
250ccAM MOTO	Yam
Sam Burns	Yam
Tommy Walton	Yam
Chris Cannon	
250ccEX MOTO	Yam
Joe Steffen	Bul
Steve Fortune	Mon
Larry Bird	
500cc NOV MAIN	Yam
James Morris	Hon
Allen Swett	Suz
Don Meiner	
500-OPEN AM MOTO	Yam
Jay Bales	Yam
Vince Landry	Yam
Jack Dannenberg	
500-OPEN EX MOTO	Yam
Mike Montgomery	Yam
Ed Steffen	Yam
Rex Hailey	
SIDEHACK MOTO	
Perry Melillo/ Karl Krohn	Hon
Robert Sonner Jr./ Robert Sonner Sr.	Hon
John Sherman/ Bob Elliott	Tri

Sand Hill Scrambles Brentwood, CA Mar. 17, 1978 by W.H. Spencer

80 EX	
Doug Chandler	Yam
Danny Moore	Yam
80 & 100 JR.	
Rick Olson	Suz
Vance Sherfield	Yam
Randy Lagomarsino	—
VET/OT	
Jim Hartbauer	Yam
Bill Calicura	Yam
80 NOV	
Troy Barazoto	Yam
David Parking	Suz
Rick Olson	Yam
MINI 100 EX	
Doug Chandler	Yam
Joe Knight	Yam
125 NOV	
Dave Rodriquez	Suz
Dave Tuchlinski	Suz
125/250 JR.	
Jeff Nichols	Yam
Joey Schlag	Suz
250 NOV	
Dave Houser	Yam
Henry Taylor-Weber	Yam
John Silva	Yam
250 EX	
Alex Jorgensen	C-A
Wes Morrell	KTM
Jim Filice	Suz
OPEN NOV	
Monte Gennai	Bul
Jeff Huggins	Yam
Mike Lane	Yam
OPEN JR.	
Gary Johnson	Yam
Jim Busby	Yam
Ted Rouse	C-A
OPEN EX	
Danny Castelhano	Yam
Denny Spence	Yam
Phil Anderson	Yam

Ridge Runner's MX Watsonville, CA Mar. 19, 1978 by Gerry Reagan

100NOV	
Gary Hutto	Yam
Sam Knowlton	Suz
Mark Mellander	Yam
OLD TIMERS EX	
Jim Saitone	Mai
OLD TIMERS AM	
Gary Arnold	Yam
OLD TIMER NOV	
Max Goode	Yam
Mike Eastman	Mai
Fred Wilcox	Yam
VET EX	
Ron Davies	Bul
VET AM	
Mike Cameron	KTM
Jim McDonald	Yam
VET NOV	
Pete Wosick	Yam
Bob Rivenback	—
Jim Ricci	Hon
125 EX	
Charlie Halcomb	Hus
Larry Wosick	Yam
Mike Marquez	Hus
125 AM	
Fred Tunnicliff	Suz
Mike Wittwer	Suz
George Knott	Hus
250 EX	
Larry Wosick	Yam
Paul Turner	Suz
Parry Klassen	Mai
250 AM	
Joe Headley	Hon
Rick Richardson	Yam
Russ Fuente	Hus
OPEN EX	
Parry Klassen	Mai
Tim Alarcon	KTM
Jim Turner	Hus
OPEN AM	
Steve Kusanovich	Yam
Charles Heastings	Bul
Bob Bellicitti	Yam
125 NOV I	
Mark Webb	Suz
Pat Schultz	Yam
Randy Mulcov	Yam
125 NOV II	
Rick Rackley	Suz
Sandy Enzweiler	Suz
Larry Butler	Yam
125 NOV III	
Rod Williams	Suz
Doug Dewitt	Yam
Dave Catcio	Suz
250 NOV I	
Kirk Brewer	Yam
Tim Tremaine	Suz
Mark Hamlin	C-A
250 NOV II	
Brad Stoke	Hon
Bob Britton	Suz
Tom Winkleman	Yam
OPEN NOV I	
Mike Lane	Yam
Sam Guardino	Yam
Jim Lindermann	Yam
OPEN NOV II	
Joe Snortes	Yam
Duane Hughes	Yam
Matt Kidwell	Suz

CMMC MX Barona Oaks Rcwy San Diego, CA Mar. 19, 1978 By Rod Eschenburg

MOD JR CYCLE 9-11	
Brad Johnson	Yam
Chuck Sampson	Suz
Dixon Cassey	Suz
MOD JR CYCLE 0-8	
Sean Frampton	Suz
Stephen Hale	Ital
ST MINI JNT 9-11	
Bob Rose	Suz
Chuck Sampson	Suz
Blair Hardisty	Yam
ST MINI INT 12-16	
David Hopwood	Suz
Tim Hale	Suz
Mike Monsequr	Suz
105cc MINI	
Scott Hamilton	Yam
Richard Sands	Suz
Dirk Doucette	Yam
ST JR CYCLE 0-8	
Stephen Hale	Ital
Ronnie Thomas	Suz
Ethan Dickinson	Ital
MOD MINI EX 12-16	
Scott Hamilton	Yam
Richard Sands	Yam
Chris Easterling	Yam
MOD MINI INT 12-16	
David Hopwood	Suz
Scott Brown	Suz
Scott Swift	Suz
MOD MINI INT 9-11	
Bob Rose	Suz
Dirk Doucette	Suz
Aron Hamilton	Yam
MOD MINI NOV 9-11	
Tim Heath	Suz
Troy Hatfield	Suz
Hank Erler	Suz
MOD MINI NOV 12-16	
Terry Murray	Suz
Joel Ravy	Suz
Keith Barnett	Suz
100cc M/C NOV	
James Cloud	Suz
Ken Coon	Yam
Woody Carlson	Yam
ST MINI NOV 12-16	
Terry Murray	Suz
Chris Swift	Yam
Billy Evans	Yam
ST MINI NOV 9-11	
Sean Frampton	Suz
Charlie Taylor	Suz
Troy Hatfield	Suz
125cc M/C NOV	
Greg Cramer	Yam
Brian Fuller	Suz
Loren Duncan	Hon
125cc M/C INT	
Dave McGhee	Yam
Curtis Rough	Suz
George Tuck	Suz
125cc M/C EX	
Mike Ravy	Suz
Scott Johnston	Yam
POWDER PUFF	
Tammy McGuire	Yam
Kyrene Frampton	Suz
Rhonda Yancey	Yam

Motocross Whitney, TX Mar. 12, 1978 By Terry Whytal

MICRO MINI	
Keith Foytic	IJ
Dennis LeBoeuf	Suz
Mike Mitchtree	Suz
MINI JR.	
Carrol Richardson	Suz
Michael Caskey	Suz
Daryl LeBoeuf	Yam
MINI SR	
Bucky Houston	yam
Craig Riddle	Suz
Mark Dawson	Suz
OVER 30 EX	
Dud Gaze	Yam
L.D. Riddle	Hus
Ed Terrel	Bul
OVER 30 INT	
Jim Calvert	Yam
Bill Alstrin	Mai
Dave Mills	Bul
100 A	
Darin Eames	Suz
Ken Johnson	Suz
Mark Clark	Suz
100 B	
Ronald Dawson	Suz
David Nyres	Yam
Mike Pierce	Yam
125 NOV DIV I	
Randy Henshaw	Yam
Olie Jones	Yam
Ronnie Parker	Suz
125 NOV DIV II	
Tony Nielsen	Yam
Mike Hance	Yam
Randy Mansell	Yam
250 NOV	
Randy Willingham	Yam
Larry Locklear	Kaw
James Knight	Mai
125 INT	
Randy Sullivan	Suz
Malcom Vincent	
James Roberts	Suz
125 EX	
Eddie Walker	Suz
David Jones	Suz
Sean O'Brien	Suz
250 INT	
Bill Newkirk	Yam
Adam Cox	Suz
Tracy Durham	Suz
250 EX	
Bobby Rickard	Mai
David Stutts	Yam
David Boles	Mai
500 INT -	
Robbie Pannel	Bul
Sam Womack	Hus
David Banton	Yam

Elsinore Rcwy TT Elsinore, CA Mar. 18, 1978 By Andi Gangewer

MINI BEG	
Jerry Longnecker	Suz
Steve Root	Yam
Scott Speigle	Yam
MINI NOV	
Randy Wilkins	Yam
Steve Paris	Yam
Ted Cooper	Yam
MINI AM/EX	
Jim Snow	Suz
Curtis Cannon	Yam
Roger Thompson	Yam
100 BEG/NOV	
Lance Lawson	Suz
Jim Harryman	Yam
Doug Jean	Yam
125 BEG	
Keith Guthery	Yam
Jack Cooper	Yam
Tom Dela Garrique	Hon
125 NOV/EXP	
Garth Beavers	Yam
David Waples	—
Dave Berg	Hon
250 BEG	
Jim Tielens	Suz
William Bitter	H-D
Lee Linquist	—
250 NOV	
Rick Blankenship	Kaw
Ross Klatt	Yam
Greg Beresford	Yam
OPEN NOV/AM	
Joe Edwards	Yam
Ross Klatt	Yam
Dale Measurall	Yam
SPECIAL NOV	
Jim Felton	Yam
Mark Aragon	Yam
Bruce Heiland	Yam
250 AM	
Ron Sheets	Yam
Jim Summers	Yam
Todd Houghton	Yam
250 EX	
Joe Steffen	Yam
Charlie Summers	Yam
Rob Selvy	Yam
OPEN EX	
Rex Hailey	Yam
Joel Windham	Yam
Rob Morrison	Nor
SPECIAL EX	
Steve Fortune	—
Ben Neyer	Yam
Richard Marquis	Hon

CRC *1000MX Indian Dunes Valencia, CA Mar. 19, 1978 By Tom Corley

MINI BEG	
Kelly Doyle	Suz
John Meshkoff	Yam
Mario Barberio	Suz
MINI JR	
Kevin Brewis	Suz
Randy Johnson	Suz
Bobby Simons	Yam
MINI INT	
Mark Kasawa	Suz
Zoli Meszaras	Yam
Dave Calais	Yam
MINI EX	
Don Best	Yam
George Curnutt	Yam
100 BEG	
Nick Larson	Yam
100 NOV	
Roy Gomez	Suz
Duke Wright	Yam
Russ Geiger	Suz
100 INT	
Steve Dye	Suz
David Barberio	Suz
Ton Bence	Suz
100EX	
Matt Whiting	Yam
Andy Miszaros	Yam
Jim Simons	Yam
125 BEG	
Joe Conway	Hon
Joe Bray	Yam
Vaun Butler	Yam
125 NOV	
Keith Nicholson	Suz
Roger Gauvin	Yam
Bob Schulz	Yam
125 INT	
David Barberio	Suz
Rod Richardson	Suz
Mike Nance	Suz
125 PRO	
Mark Lawrence	Yam
Dan Turner	Yam
Mike Brown	Suz
250 BEG	
John Tobin	Yam
Kelly Reid	Yam
Ken Hatcher	Yam
250 NOV	
Jerry Baird	Suz
Bill Ham	Ham
Terry Griebel	Suz
250 INT	
Don Draskovich	C-A
Chuck Warren	Yam
Cary Garcin	Suz
250 PRO	
Craig Cole	C-A
Tony Wanket	Yam
Ron Haase	Hon
500 BEG	
Tim Edmonson	Yam
Jeff Aeck	Yam
Frank Matchett	CZ
500 NOV	
Matt Johnson	Mai
Louis S. Fernandez	Yam
Jerry Mudd	Suz
500 INT	
Jerry Beaman	Suz
Richard Barron	Yam
Alan Roof	Mai
500 PRO	
Eddie Cole	C-A
Sherman Schneller	Suz
Mark White	Hus
VETS JR	
Mike Williams	Mai
Doug VanDuzon	Yam
Jan Lehotan	Suz
VETS INT	
Asker Larnkjaor	Suz
Jim Learnihan	Oss
VETS EX	
Jim O'Neal	C-A
Dan Moore	Mai
Richard Hampton	Mai
WOMAN'S DIV	
Tandy Jenkins	Hon
Jeannie Young	Mai

CRRC Road Race Dallas, TX Mar. 18, 1978 By Ric Levit

250 PRO	
Bobby Goodin	
Craig Kitterman	
James Haecker	
410 PRO	
Joe Patton	
Bobby Goodin	
Tim McGuire	
655 PRO	
Craig Kitterman	
Steve Tippit	
John Cherry	
750 PRO	
Jon Minonno	
Joe Patton	
Jon Muck	
OPEN PRO	
Joe Patton	
Jon Muck	
Greg Thede	
250 CAFE	
Bobby Goodin	
Craig Kitterman	
Duncan Paul	
410 CAFE	
Mark Campise	
Andy Robbins	
Richard Russell	
655 CAFE	
Andy Robbins	
Steve Tippit	
Jon Cherry	
750 CAFE	
Jon Minonno	
Joe Patton	
Greg Thoede	
OPEN CAFE	
Paul Stephenson	
Jon Minonno	
Greg Thoede	
4½ FORMULA—125GP	
Tommy Shields	
Kevin Brunson	
Ross Duncan	
FORMULA 4-200GP	
Bobby Goodin	
Tommy Shields	
Duncan Paul	
FORMULA 3 250GP	
Lou Linden	
Benny Delmonico	
Eric Harrison	
FORMULA 2 500GP	
Benny DelMonico	
Jeff Hampton	
Billy Sanders	
FORMULA 1 OPEN GP	
Paul Stephenson	
Jon Minonno	
Benny DelMonico	

SRA Riverside GP Riverside, CA Mar. 19, 1978 By Sue Senn

250 EX	
Brad Fenton	
Ric Secor	
Danny Sanchez	
250 AM	
Eric Petterson	
Dana Greeley	
James Burt	
250 NOV	
Jerri Marquis	
John Taylor	
Ron Keefe	
250 BEG	
Jim Campagna	
Rick Rezac	
Thomas Allen	
OPEN EX	
Craig Adams	KTM
Mark Asbury	Hus
Bryan Bennett	Yam
OPEN AM	
Jeff Bott	
Larry Katuls	
Kirk Kontilis	
OPEN NOV	
Edward Shinault	
Eric MacCraken	
Rick Beeson	
OPEN BEG	
Gary Bunn	
Robert Wood	
Tim Hethcox	
SR OPEN EX	
Larry Shoemaker	Yam
W.C. Thornton	Yam
William Pattison	—
SR OPEN AM	
William Misner	—
Herb Townsend	Yam
Manny Dauber	—
SR OPEN NOV	
Rick Campbell	
Don Young	
Leo Blomeren	
SR OPEN BEG	
Mike Gaines	
K. Barry Johnson	
Robert Shinault	
SR 250 EX	
Dave Crofoot	Suz
Howard Henderson	—
SR 250 NOV	
Fredrick Arand	
Swede Halverson	
Tom Bell Sr	
200 SR CLASS	
Bob Ayou	Ama
Harry Cantrall	Ex
Fred Trager	Nov
200 EX	
George Luther	Yam
Jim Odle	—
Bill Barlow	—
200 AM	
Mark MacFarlane	
Steve Scalzo	
John Gungl	
200 NOV	
Jerry Cooper	
Timothy Guin	
Steve Harper	
200 BEG	
Alvin Manning	
Todd Richardson	
Doug Messner	
80cc	
Kevin Senn-Ex	Yam
Chris Gables-Am	Yam
Kelley Moore-Nov	Yam
0-80 BEG	
Brad Miller	
Dave Trager	
Dean Albin	
TEAM RACE	
Ric Secor/ Brad Fenton	250Ex
Mark Asbury/ Tom Bell	250/Open
Don Miller/ Dave Carlson	250 Am

Hillclimb DeAnza Cycle Park Sunnymead, CA Mar. 19, 1978 By Ron Lawson

MINIS	650 MOD
Joe Gahan	Mike Gebhart
Michelle Childers	Clyde Peterson
360 BEG	OPEN
Craig Towler	Neal Mackel
Gary Stoddard	Kerry Peterson
125 STOCK	La Rue
Art Tower	GAS
Paul Towers	Craig Mock
125 MOD	John Bjorkman
Perry Edwards	Day
Steve Stith	Exhib
Art Tower	Kerry Peterson
250 STOCK	NEAL Mackel
Clyde Peterson	Ron Saffes
Dave Powell	OVERALL
Mill Powell	Neal Mackel
250 MOD	
Kerry Peterson	
Elden Peterson	
Gary Hall	
360 STOCK	
Jerry Childers	
Pete Peterson	
Gary Childers	
360 MOD	
Doug Hall	
Gary Hall	
400 MOD	
Kerry Peterson	
Soug Hall	
450 MOD	
Doug Hall	
Elden Peterson	
Chuck Peterson	
500 STOCK	
Kent Morgan	
Carl Collier	
A. Sauer	
500 MOD	
Clyde Peterson	
Neal Mackel	
Kent Morgan	
650 STOCK	
Bruce Kunzler	
Ron Powel	
Bob Wicker	

CALENDAR

CHAMPIONSHIP EVENTS

Camel Pro Series

4/16	Sonoma, CA	RR
5/7	San Jose, CA	M
5/13	Gardena, CA	HM
5/21	OK City, OK	HM
5/27	Denver, CO	HM
6/3	Louisville, KY	HM
6/10	Harrington, DE	HM
6/18	Loudon, NH	RR
6/23	Hinsdale, IL	TT
6/25	Columbus, OH	HM
7/1	San Jose, CA	HM
7/8	Castle Rock, WA	TT
7/15	Sacramento CA	M
7/22	Gardena, CA	TT
7/30	DuQuoin, IL	M
8/4	Hinsdale, IL	ST
8/6	Peoria, IL	TT
8/13	Pocono, PA	RR
8/20	Des Moines, IA	HM
8/26	Indianapolis, IN	M
8/27	Indianapolis, IN	M
9/3	Loudon, NH	RR
9/10	Syracuse, NY	M
9/17	Columbus, OH	HM
9/24	San Jose, CA	M
9/30	Gardena, CA	HM

AMA Motocross Nationals

4/9	Plymouth, CA	(125/250)
4/16	Trabuco Cyn., CA	(125/250)
4/23	Houston, TX	(125/250)
4/30	Omaha, NB	(125/250)
5/7	Southwick, MA	(125/250)
5/28	Whitney, TX	(250/500)
6/10	Sonoma, CA	(250/500)
6/18	St. Peters, MO	(250/500)
7/2	Buchanan, MI	(250/500)
7/9	Mt. Morris, PA	(250/500)
7/16	Atlanta, GA	(500/125)
8/6	Escoheag, RI	(500/125)
8/13	St. Joseph, MO	(500/125)
8/20	Charlotte, NC	(500/125)
8/27	St. Petersburg, FL	(500/125)

AMA Stadium MX Series

4/1	Pontiac, MI	5/20	New Orleans, LA
4/2	Pontiac, MI	6/24	Los Angeles, CA
5/13	Pittsburgh, PA	11/12	Anaheim, CA

Trans-AMA MX Series

9/24	Lexington, OH	10/22	St. Peters, MO
10/1	Buchanan, MI	10/29	Whitney, TX
10/8	Unadilla, NY	11/5	Sonoma, CA
10/15	Axton, VA		

Grand Prix Motocross

6/4	Carlsbad, CA	(500)	7/30	Unadilla, NY	(250)
7/23	Lexington, OH	(125)			

AMA National Enduro Championship Series

Eastern Region

3/5	Georgia Crackers M.C.
3/19	Columbia Enduro Riders
4/9	Don Thava Factory Works
5/14	Lonesome Pine End'o Rdrs.
6/11	Appalachian Dirt Riders
8/13	Ithaca Dirt Riders
9/24	Central Ohio Comp. Riders
11/5	Motorcycle Comp. Inc.

Central Region

4/2	Ridgerunners M.C.
4/16	Lubbock Trail Riders
5/7	Mid-West End'o Riders
6/18	Range Riders M.C.
7/23	Michigan Trail Riders
10/1	IN/IL/KY Enduro Riders
10/15	Potosi M.C.
11/12	Tulsa Enduro Riders

Western Region

5/28	Lobo's Inc.
10/1	Prairie Dawgs M.C.
10/8	Double Crossers M.C.
10/22	Mt. Baker M.C.
10/29	Far West M.C.
11/5	Redwood Scramblers M.C.
11/12	Redding Dirt Riders

AMA ISDT Qualifiers

4/22-23	Sunland Shamrocks
4/22-23	Perry Mountain M.C.
4/29-30	Ft. Hood Dirt Riders
5/20-21	Bentwheels Comp. M.C.
6/3-4	Trask Mountain M.C.

National Observed Trials Series

4/8	Pacific Int'l Trials
4/9	Pacific Int'l Trials
4/15	Int'l Trials Assn.
6/11	Pa. Trials Riders
6/11	Pa. Trials Riders (Nat'l)
6/17	Rhody Rovers M.C.
6/18	Nashoba Valley Riders
8/27	South Arizona Trials Riders
9/2	North Texas Trials Assn.
9/4	Southern Trials Riders

S.C.O.R.E. Off Road Events

6/8-10	Baja, CA
8/25-27	Riverside, CA
10/6-8	Parker, AZ
11/9-12	Baja, CA

Trans-AME MX Series

4/2	Saddleback, Orange, CA	5/7	Argyll, Dixon, CA
4/16	Sprockets, Bksfld, CA	5/14	Helvetia, W. Sacto, CA
4/23	Mtn. High, Fresno, CA	5/21	R.W., Trabuco Cyn., CA
4/30	Spillway, S. Maria, CA	5/27-28	Bishop, CA

Dragbike World Championship Series

		7/29-30	Union Grove, WI
4/8-9	LaPlace, LA	8/12-13	Minneapolis, MN
5/6-7	Dallas, TX	8/20	Fremont, CA
5/28	Richmond, VA	9/2-3	Cicero, NY
6/10	Englishtown, NJ	9/9-10	Kent, WA
6/24-25	W. Salem, OH	9/16-17	TBA
7/1-2	Epping, NH	10/7-8	Epping, NH
7/9	Atco, NJ	10/21-22	Las Vegas, NV
7/22-23	Eastport, NY	11/18-19	Gainesville, FL

EVERY WEEK

Wednesday

CALIFORNIA

FLAT TRACK & TT
Corona Rcwy, Corona, CA. H-91 & Bucanon. All classes. Open money race, 30% trophies. Entry Sptsmn $4, $5 money races, + gate adm. Adults $2.50, Jrs. $2. Gates open 5:30 p.m., races 7:30. 714/689-1913, 735-1705.

CMC NIGHT MOTOCROSS
South Bay Park Spdwy., San Diego, CA. I-805 S from Chula Vista, take Junction 117 and go E 5 mi. All CMC classes, incl. Pro Entry $8, CMC lic. req'd. 33% Trophies. P.O. Box 995, Chula Vista, CA 92010. 714/420-7414.

Friday

CALIFORNIA

CMC NIGHT MOTOCROSS
Orange County International Raceway, CA. [illegible] Gates open 5 [illegible], race 7:30. Entry $[illegible] license required, available at gate.

RESCHEDULED WATCH FOR AD

AMA SEMI-PRO ROUGH SCRAMBLES
Sand Hill Ranch, Brentwood, CA. Corner Camino Diablo & Vasco Rd. All classes. 100% Ex. P.B., 30% Trophies. Entry $8, $3 spectators. Gates open 5 p.m., Prac. 6:15, race 7. 415/634-3328, 634-1667.

FREE CALENDAR LISTING

All events must be received by noon Thursday to appear in the upcoming week's Cycle News. No listings can be accepted by phone. Fill out blank at right and mail to: Cycle News CALENDAR, P.O. Box 498, Long Beach, Ca. 90801.

You must fill out this form complete with your name and phone number (so we can check back with you) and mail it in plenty of time for it to reach us by noon Thursday, in order for it to appear in the next week's Calendar section. The more weeks it runs, the better you look – so get it in early! No phone calls, please. We can only guarantee accuracy on items we get in writing.

Date of Event _____ Sanction _____ Type of event _____

Location _____

How to get there _____

Classes _____ Purse _____ Entry fee _____

Mailing address _____

Additional information _____

Your name _____ Number to call for info *(with area code)* _____

AME NIGHT MOTOCROSS
Indian Dunes, Valencia, CA. All classes. 100% Pro p.b., 30% Trophies. Post entry only, $10 Pro, $7 others. Gates open all day, prac 7 p.m., race 8. Memb. Reqd., med coverage. No Pit riding. 213/881-5778.

AME NIGHT MINICROSS
Indian Dunes, Valencia, CA. Mini course. 50-105cc. 30% Trophies. Entry $6. Memb Reqd. med. cov. No pit riding. 213/881-5778.

R.A.C.E. MOTOCROSS
Corona Rcwy., Hwy. 91 & Buchannon, Corona, CA. Mini thru Open, 100% p.b. to Ex. 714/689-1913, 735-1705.

Saturday

CALIFORNIA

SADDLEBACK SATURDAY MX
Saddleback Pk., Orange, CA. Gate opens 7:30 a.m., prac. 8-8:30, race 9. Pros race 40 min, others 30 min. Entry $8, Pros $13. No membership or mail entry req'd. 33.33% trophies. 714/495-4771.

AMA TT SCRAMBLES
Fremont Rcwy, Fremont, CA. All classes. Amateur purse. Entry $4. 14978 McVay, San Jose, CA 95127. 408/923-4613.

AMA SHORT TRACK
Freemont Rcwy. H-17 at Durham Rd. All classes. Amateur purse. Entry $4. 14978 McVay, San Jose, CA. 95127. 408/923-4613.

TT/SHORT TRACK
Peris Rcwy., on Hwy. 74 off Ellis Ave., 1/4-mi. west side, Perris, CA. Gate opens 5 pm, race 7:30. All classes, Beg. thru Ex. 30% brass. 714/960-2501.

TT SCRAMBLES
Elsinore Rcwy., Hwy. 71 at Lagonia Ave., Elsinore, CA. Sign up 6 pm, prac 7, race 8. Gate $2.50, race $3.50. 30% brass. Clubs and groups welcome, ride own class. Beg. thru Ex. 714/674-5383, 826-2386.

WASHINGTON

MOTOCROSS
Woodland, Washington. Woodland Winter Track, 5 mi. East of Woodland on H-503. Til May 13. All classes 100% Pro p.b., specials each week! Entry $8, $12 Pro. Gates open 8 a.m., prac. 9, race 10. 206/667-5701.

Sunday

CALIFORNIA

SPEEDWAY PRACTICE
Elsinore Rcwy., Hwy 71 at Lagonia, Elsinore CA. New track. 714/674-5383, 826-2386.

DEANZA MOTOCROSS
DeAnza Cycle Park, Sunnymead, CA. 10 mi. East of Riverside on H-60 to Theodore off ramp. All classes. 30% same day trophies to Sptsmn. Entry $12 Ex, $7 Sptsmn. Pros ride 2 long motos, Sptsmn. 3 motos. Membership not required, park open Sat. & Sun. for prac. Gates open 7 a.m. Free camping. Prac. 8:30, race 9:30 a.m. 714/653-5840, 653-7979, 213/531-8603.

March 31

AME NIGHT MOTOCROSS
Indian Dunes, Valencia, CA. All classes. 100% Pro p.b., 30% trophies. Post entry only, $10 Pro, $7 others. Gates open all day, prac. 7 a.m., race 8. Memb. reqd., med coverage. No pit riding. 213/881-5778.

AME NIGHT MINICROSS
Indian Dunes, Valencia, CA. Mini course. 50-105cc. 30% trophies. Entry $6. Memb reqd., med cov. No pit riding. 213/881-5778.

April 1

CALIFORNIA

S.A.M. HSMX
Saddleback Park, Orange, CA. All classes. 30% Trophies, Qualifying for Varsity and JV letters, Athletic awards. Entry $8, CMC license reqd. Parent approval form reqd. Gates open 7:30 a.m., Prac. 8, race after. Decals and contingencies from Duralube, Super Seer, PJ1. 714/559-0199.

OREGON

OFF-ROAD POKER RUN
20 mi. East of Bend, OR. Follow H-20 E. of Bend. All riders. Trophies. Entry $5. Family fun, easy course-hard course.— 503/389-3795, 382-3837.

April 1-2

CALIFORNIA

GREAT BEAR GRAND PRIX
Riverside Int'l. Rcwy, Riverside, CA. All classes. Pins, Decals, Trophies. Entry $35 Post. Rescue 3, Numbers provided. Western U.S. Championship. D-37 Points. 714/556-7727, 538-5721, 848-2746, 633-5927.

April 2

CALIFORNIA

TRANS-AME MOTOCROSS SERIES $3000 PRO PURSE
Saddleback Park, Orange, CA. 80 to 500cc classes. $1000 purse 125/250/500 Pros. 50% trophies to Sptsmn. P.B. 10 places. Special prizes. Track announcer Joe Vieira. Memb. reqd. Entry Pro $25 mail, $35 post, Sptsmn $10 mail, $15 post. $30,000 Series purses, $20,000 Sptsmn prizes. Gates open 7, Prac 8, Race 9. Mail entry AME, P.O. Box 1421, Reseda, CA 91335. 213/881-5778.

AMA SEMI-PRO MOTOCROSS
Marysville, CA. Under "E" St. Bridge. Over levee on Shad Rd. at S.E. end of "E" St. Bridge. All classes. 100% Pro P.B. +@ ENTRY, + − † Pros. Rain or shine. 2113 Paseo Ave., Live Oak, CA. 916/695-2727 or 695-2088.

D-36 SEMIPRO HALF MILE
Orlando, CA. All classes. Special 750cc class. Med. Ins. Gates open 7:30 a.m., Prac. 10:30, race noon. 415/892-5350.

AFM ROAD RACE
Sears Point Intl. Speedway, Sonoma, CA. All G.P., sidecar, Prod. S/S, B/S class. Drawing for 2 classes. Entry $18, $8 Pre., Post $20, $10. 6070 Saddleback Way, Sacramento, CA 95823. 415/825-7841, 916/392-0611.

HILLCLIMB
DeAnza Cycle Park, 10 mi. east of Riverside, CA on Hwy. 60 to Theodore off ramp. Stock and Modified, Super Drag Hill classes. Silencers and kill switches req'd. Sign up 7-9 a.m., entry $6. 714/653-5840 eves., 653-7979 wknds.

AMA MOTOCROSS
Sand Hill Ranch, Brentwood, CA. Corner Camino Diablo & Vasco Rd. All classes. 100% Ex. P.B., 30% trophies. Entry $9, $15 Expert. Gates open 7 a.m., Prac. 8:30, race 9. 415/634-3328, 634-1667.

CMC MOTOCROSS $2000 PURSE
Carlsbad Rcwy, Carlsbad, CA. All classes. Entry Sptsmn. — $7 mail, $10 post, Pro — $15 mail, $20 post. Gates open 7 a.m., Prac. 8, race 9. CMC license required. Mail to CMC, P.O. Box 1402, Costa Mesa, CA 92626. 714/557-3323. (Every 4th Sunday a points race.)

AMA SCRAMBLES
Lodi Cycle Bowl, Lodi, CA. Btwn Stockton & Lodi, 8 mi. East on Frontage Rd. All classes. Semi-Pro P.B. Entry $5. No riders Ins, O.T. races. 209/931-3722, 368-7182.

MINI MOTOCROSS
Barona Oaks Raceway, CA. Hwy. 67 to Lakeside, E on Mapleview, N on Ashwood, up Wildcat Cyn. Rd. 11 mi. O/N camping. Sign up closes 8 am sharp. Late entry $10, guest rider $9. 714/749-2525, 479-1572.

AME/D&C MOTOCROSS GOLD RUSH SERIES
Argyll Park, Dixon, CA. 12 mi. south of Dixon on H-113. All classes. $4000 Sptsmn series and Pro Qualifier. 100% Pro p.b., 30% Trophies. Entry $12, $15 Pro plus $5 for Hi-Point Purse. O/N Camping. Prac. 7:30 a.m., race 9. 415/686-9845, 686-3172.

AME MINICROSS/MOTOCROSS
Racing World, Trabuco Cyn., CA. 50 to 105cc class. 30% Trophies. Entry $8. Motocross — All classes. Cash P.B. to Pros, 30% Trophies. Entry $12, $8 Sptsmn. Gates open 7, Prac. 8, Race 9. Memb. reqd., med. cov., O/N camping. 213/881-5778.

AME MOTOCROSS
Spillway Park, Santa Maria, CA. H-101 to Broadway exit, follow signs to riverbed. Mini thru Pro, All classes. 30% Brass, 100% Pro P.B. Entry $8, $12 Pro. Free O/N camping. Med Coverage. 805/937-6171.

ITA TRIALS AND SCHOOL
Saddleback Park, Orange, CA. Sign up 8:30 am, riders mtg. 9:45, competition starts 10. Entry $5, non-memb. $7. Beg, Nov, Am, Ex, Sr, 1st time Beg classes. School taught by Expert rider. Awards to top 40%. 714/879-0570.

ITA TRIALS SENIOR CHAMPIONSHIP
Saddleback Park, Orange, CA. 35 or Older. Sr. A & Sr. B; Am., Ex.; Beg., Nov. sections. Entry $5, $7 non-member. Start 10 a.m. 714/879-0570.

J'HONT/CMC MOTOCROSS
Sacramento OHV Park, Sacto, CA. H-50 to Prairie city Rd. — R. to White Rock Rd. R. to track. All classes. 100% Pro p.b., 30% trophies to Sptsmn. Entry $15 Pro, $10 others. Gates open 6:30 a.m., Prac 8, race 9. Track prep by Chuck Elrod, O/N camping, Nat'l. M/C Patrol. 408/245-8448, 733-9545, 996-0987.

CRC MOTOCROSS
Indian Dunes, Valencia, CA. I-5 to H-126. All classes. 2 long motos and cash for pros, 3 mots and 30% trophies to sportsman. Entry $9, $13 Pro. $3000 med. insurance. Gates open 7 a.m., prac. 8, race 9:30. Membership required. 213/830-7519.

ARIZONA

CMC MOTOCROSS
B&B Motorcycle Park, Tucson, AZ. I-10 to Paloverde South to track. All classes. 100% Pro p.b. Entry $10, $15 Pro. $3.50 gate admission. Gate opens 7 a.m., prac. 8, race 10. 602/747-8965.

LOUISIANA

MOTOCROSS
Waggerman, LA 6 mi. north of U.S. 90 off Huey P. Long Bridge, turn right on river. $600 purse. Entry $4 Am., $6 Ex. 504/399-6494.

NEW MEXICO

NMMC MOTOCROSS
$1001 Purse. Sidewinder MX Pk., Albuquerque, NM. Mini thru Open classes. Pro purse. Points. Entry $15 Ex, $8 Nov, Am, $7 Mini, 100s. Prac. 9, race 10:45. O/N camping. 505/842-5048, 821-4316.

OREGON

CROSSUP MOTOCROSS
Crossup Raceway, 6 mi. North of Bend, OR. On H-97. All classes + first day, over 38. 100% Pro p.b., 33% Trophies. Entry $4 mini, $6 Sptsmn, $10 Pro. Adm. $2. Sign up 8 a.m., Prac. 9, race 10. 503/382-7751, 382-5309.

AMATEUR MOTOCROSS
At Franklin on Territoria Rd. Cheshire, OR. Call for directions. All classes Jr. & Ex. 100% p.b. to pros. Entry $5 pro; $4 Amateur. Prac. 11, race noon. 2810 Dahlia Ln., Eugene, OR 97404. Emerald Racing Assn. 503/688-1274.

PLYMOUTH, CALIFORNIA
APRIL 8th and 9th
$15,000.00 CASH PURSE
THE WORLDS LARGEST CLUB PROMOTED MOTOCROSS
SORRY, NO CAMPING
ADVANCED DISCOUNT TICKET SALES at all TICKETRON OUTLETS or ASK YOUR LOCAL MOTORCYCLE DEALER

APRIL 8th
SPORTSMAN DAY
$5.00 per person over 12 years
APRIL 9th
PROFESSIONAL DAY PLUS 1st ANNUAL TORCO 4 STROKE INVITATIONAL EXHIBITION
$6.00 ADVANCED TICKETS
$8.00 AT THE GATE (SUNDAY)

SACRAMENTO
Professional Cycle Pts. 428-4040
Capitol Yamaha 332-6433
D & B Cycle Works 383-5472
Honda-Kawasaki of Sacto. 482-7870
Inland Cycles 488-0300
Jo Sarkee's Motorcycles 452-5491
RANCHO CORDOVA
Rancho Cordova Suzuki 363-2697
C&C Auto Wreckers 635-7500
CARMICHAEL
Carmichael Honda 944-1318
CITRUS HEIGHTS
Motorsport Pts. & Access. 961-4044
ORANGEVALE
Orangevale Motor Cycles 988-4725
AUBURN
Bansemer's Cycle 885-7105
YUBA CITY
D & D Kawasaki 673-3744
LOOMIS
Gene's 652-7800
PLACERVILLE
Mike's Cycles 622-0209
DAVIS
Jim & Jim's Yamaha 758-2760
ROSEVILLE
A & B Cycle 782-6007
PLYMOUTH
Marino's General Store
STOCKTON
Motorsports (209) 478-3885
PACIFICA
D & D Cycles (415) 355-7111
MODESTO
Scorpion's Corner (209) 522-4820
World of Wheels Motorsports (209) 527-2550
SANTA CRUZ
John Moore & Son's
CARSON CITY
White's Cycles (702) 882-2551
RENO
Motorsports (702) 329-6561
MARYSVILLE
Honda of Marysville 742-8281
SUNNYVALE
Bike World (408) 245-4888

DIRT DIGGERS NORTH M.C.
P.O. BOX 338
ORANGEVALE, CALIFORNIA 95662

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MOTORCYCLE INDUSTRY COUNCIL, INC.

PERRIS RACEWAY
(714) 960-2501, 657-8917
Every Saturday Night TT & Short Track
Open Practice on Sunday

AFM Road Racing Schedule
April 2 — Sears Point
American Federation of Motorcyclists
714-523-3892 916-392-0611

TT Every Saturday Night
Speedway Practice Every Sunday
U.S. Minicycle Racing Assn.
MX Every 2nd & 4th Sundays
Elsinore Raceway
714-826-2386 714-674-5383

Race Schedule
CRC
213-830-7519
Apr. 2-Indian Dunes
Apr. 9-Racing World
Apr. 16-Indian Dunes
Apr. 23-Racing World
Apr. 30-Racing World
$3,000 Medical Membership Required

CRC Desert Races
APRIL 9
California City — 9 am start
APRIL 23
Lucerne — 9 am start
714-689-6114 days

MX RACES EVERY SUNDAY AND FRIDAY NIGHT
Open 7 days — 7 a.m. 'till dark
Located 2 miles west of Interstate 5 on Highway 126 near Castaic.
(805) 259-8000
INDIAN DUNES

ADRA Race Schedule
Apr. 9 - Rocky Pt., Mexico
2nd annual Peñasco GP
for info call: 602-252-1900

THIS WEEK
Win A Honda XR-75
Special Grand Prize Drawing* *
April 2
SADDLEBACK PARK
Coors TRANS AME 78
$50,000.00 Motocross Championship Series
All entries will qualify for the drawing
Donated by co-sponsor
BILL ROBERTSON HONDA
N. Hollywood Burbank Hollywood
Coors AMERICA'S FINE LIGHT BEER
electro
SPECTRO
A.M.E. sanctioned

RACING WORLD ESCAPE COUNTRY
Southern California's only motor recreation park with
OVERNIGHT CAMPING
714-581-6400
OPEN 7 DAYS A WEEK
Racing Schedule
April 2 AME Motocross
April 9 CRC Motocross (Marty Smith Course)
April 16 AMA 125/250 Nat'l. (Euro Course)

AMA AMERICAN MOTORCYCLIST ASSOCIATION
SUNDAY 4-16-78
125/250 NATIONALS
180 MINUTES OF THE BEST
RACING WORLD

CRC
Pucker Bunny Family Enduro
APRIL 9
California City (near Red Mtn.)
714-689-6114 days

DeAnza Cycle Park Racing Club
MX Racing Every Sunday
Member Sportsmen $7.00
Member Experts $12.00
non-members add $2.00
Free overnight camping
Points to members
100% Trophies to Minis
Pay Once, Stay All Weekend
Gate opens 7am Practice 8:30
Race 9:30
30% Same Day Trophies
714-653-5840 or 653-7979
213-531-8603

TRANS AME 78 Motocross Championship Series
WIN A TRIP TO MEXICO
- must have 1978 AME license
- must enter all 8 events Trans-AME series
- must earn highest overall series points
- must enter & race Apr. 2 at Saddleback Park to register

NINE WINNERS PRO/AMATEUR
FOR MORE INFO: 213-881-5778

Is there any cure for gravel rash?

Grand National Championship of Motocross
forming for summer
for info:
Jerry Surber
233 Palm Aire
Friendswood, TX 77576
713-482-2504

CLARK'BRANCH MX
5 mi. N of Myrtle Crrk, OR. 6 mi. S of Roseburg, take Clark's Branch Exit off I-5. Junior and Expert div., thru 250 class if enough riders. Entry $5, 33% trophies. Prac. 9:30 a.m., race 11. 673-3205, 832-2303.

OMRA DESERT RACE
20 mi. East of Bend, OR. On H-20, follow signs. 100 thru Open, 200, OT classes. 30% brass to Sptsmn, 50% brass to Ex. Entry $15, $20 post. Cascade M.C., P.O. Box 11, Bend, OR 97701. 503/389-3795, 382-3837.

AMA ENDURO
Medord, OR. 27 mi. North of CA, OR border on I-5. 125 thru Open classes. Trophies and Pins. Entry $10, $12.50 post. 815 Olympic St., Medford, OR 97501. 503/779-0812, 772-5954, 779-9976.

OKLAHOMA

MOTOCROSS
Barron Fork, Tahlequah, OK. 4 mi. E of Tahlequah on Hwy. 51, 4 mi. S on Welling Rd. Prac. 9-11 am, race noon. 8 races series, $3,000 bonus to Ex. 918/456-8421.

TEXAS

TSCEC ENDURO
Thurber, TX. 70 mi. West of Ft. Worth on I-20. A, B & C classes. Trophies. Entry $14, $18 after cutoff date. Trailblazers C.C. 817/244-1551.

MOTOCROSS
Mosier Valley MX Park, Arlington, TX. All classes. Rain or shine. $705 guaranteed purse or 50% of gate if rain. Brass to six places. Free keg beer. Entry $3 gate fee, $6 Nov., $7 Int., $8 Ex. Nov, prac 9 a.m., race 10. Int/Ex prac. 1 p.m., race 2. Payoff to Senior classes only. 817/277-9917, 267-9153.

MOTOCROSS
Mosier Valley MX Park, Arlington, TX. All classes. Rain or shine. $705 guaranteed p½urse or 50% of gate if rain. Brass to six places. Free keg beer. Entry $3 gate fee, $6 Nov., $7 Int., $8 Ex. Nov, prace 8 a.m., race 9. Int/Ex prac. 1 p.m., race 1:30. Payoff to senior classes only. 214/245-4693.

April 7

AME NIGHT MOTOCROSS
Indian Dunes, Valencia, CA. All classes. 100% Pro p.b., 30% trophies. Post entry only, $10 Pro, $7 others. Gates open all day, prac 7 p.m., race 8. Memb. reqd., med coverage. No pit riding. 213/881-5778.

AME NIGHT MINICROSS
Indian Dunes, Valencia, CA. Mini course. 50-105cc. 30% trophies. Entry $6. Memb reqd., med cov. No pit riding. 213/881-5778.

April 8

AMA PRO DIRT TRACK ½-MILE
Tulare Fairgrounds, Tulare, CA. South Downtown Tulare. Jr., Nov., Ex. classes. $2000 purse. Entry per AMA rules. Tulare Track Masters M.C. 209/686-2371.

AMA/NATC TRIAL
Murderers' Gulch, Auburn, CA. Round 1 of U.S. Trial Championship. 1015 2nd St., Sacramento, CA 95812. 916/447-1127.

April 8-9

MOTOCROSS/SHORT TRACK
Hirsch Coliseum, LA State Fairgrounds. I-20 Hearne or Jewella ex. 50 thru Open classes for MX & ST. $1000 purse. Entry $12. Sat. MX, Sun. ST. 318/221-8894.

April 9

CALIFORNIA

AME MOTOCROSS
Spillway Park, Santa Maria, CA. H-101 to Broadway exit, follow signs to riverbed. Mini thru Pro, All classes. 30% Brass, 100% Pro P.B. Entry $8, $12 Pro. Free O/N camping. Med. Coverage. 805/937-6171.

ATA TRIALS
Barona (At the Oaks), San Diego, CA. From Ramona, follow signs to San Diego Country Estates, follow ribbons to event. All ATA classes. Entry $5, $6 non membs. 714/423-1253.

ALAMO MOUNTAIN ENDURO
Marked from Gorman offramp, I-5, CA. All classes. D-37 points, trophies, finisher pins. Entry $12.50 & 3 SASE to Checkpoint M.C., 7148 Jasper St., Alta Loma, CA 91701. 300 rider limit. Entries close Apr. 1, drawing Apr. 3 at California Rest, 1400 Harbor Blvd., La Habra, CA, 8 p.m. Spark arrestors and sound test. 90 mi. Info 714/827-1660, 213/843-8478. POSTPONED

MOTORCYCLE RALLYE CLUB SUNRISER
Woodley Ave. Prk, CA. Located ½ mi. N of Burbank Blvd., just W of San Diego Frwy, in Sepulveda. All needed is a freeway-legal bike, readable watch, pens or pencils. Trophies. Entry $4, $5 post. Poker run. 6550 Nevada Ave., Canoga Park, CA 91303. 213/893-8653, 342-1649, 346-2029.

U.S.M.R.A. MINICYCLE RACING
Elsinore Rcwy, Elsinore, CA 1 mi. N. of H-71 between Central and Railroad Canyon Rd. Pee Wee thru 125 classes. P.B. to Mini, 100, 125 Pros. 33% same day trophies to Sptsmn. O/N camping. Prac. 8 a.m. Race 9. Memb. required. 300 Pomona Mall West, Pomona, CA 91766. 714/622-0773.

AMA MARATHON
Sand Hill Ranch, corner Camino Diablo & Vasco Rd. 100-Open classes. $24 to Overall winner, 30% trophies. $6 entry, $3 gate fee. Riders must be signed in by 9:00, ride 10-noon. Rt 2 Box 143C Brentwood, CA. 415/634-3328 or 634-1667.

CRC MOTOCROSS
Racing World, Escape Country, Trabuco Cyn., CA. All classes. 2 motos and cash for Pros, 3 motos and 30% trophies for Sportsman. Entry $9, $13 Pro, Membership required. Gates open 7 a.m., prac. 8, race 9:30. 213/830-7519.

CMC MOTOCROSS
Carlsbad Rcwy, Carlsbad, CA. All classes. Entry Sptsmn. — $7 mail, $10 post, Pro — $12 mail, $15 post. Gates open 7 a.m., Prac. 8, race 9. CMC license required. Mail to CMC, P.O. Box 1402, Costa Mesa, CA 92626. 714/557-3323. (Every 4th Sunday a points race.)

J'HONT/CMC MOTOCROSS
Hollister Hills, Hollister, CA. All classes + O.T. & Vets. Entry $10, $15 Pro. 100% Pro P.B., 30% trophies to Sptsmn. Gates open 6:30 a.m., prac. 8, race 9. O/N camping, track prep by Chuck Elrod. 408/245-8448, 733-9545, 996-0987.

SADDLEBACK RACING CLUB MX
Saddleback Park, Orange, CA. All classes. P.B. to Pros, trophies to Sptsmn. Post entry only, memb. reqd. $10 per year. 2-30 min. motos for Beg, Jr, 2-40 min. motos for Int., Pros. 714/831-2999.

AMA MARATHON/ROUGH SCRAMBLES
Sand Hill Ranch, corner Camino Diablo & Vasco Rd. 100-Open classes. $25 to overall winner, 30% trophies. 100% P.B. scrambles. $6 entry per event, $3 gate fee. Riders must be signed in by 9:30. Marathon 9:30, scrambles 1 p.m. Rt. 2 Box 143 C Brentwood, CA. 415/634-3328 or 634-1667.

AME MOTOCROSS
Mountain High International, Fresno, CA. H-99 to H-41, to O'Neals, North Fork, 14 mi. to Rd. 221, left to track. All classes. 100% P.B., 30% trophies to Sptsmn, Mini & 100 Ex. Entry Sptsmn — $7 mail, $9 post, Pro — $12 mail, $15 post. Gate fee $3. O/N camping OK. Gates op½en 7 a.m. 5780 E. Holland, Fresno, CA 93727. 209/291-8793.

AFM ROAD RACE
Willow Springs, Hwy. 14 to Rosamond, CA, west to track. All classes. Entry $16 pre, $20 post. Same day prize money and trophies. Manning Racing, 3407 W. Olive, #102, Burbank, CA 91505. 213/842-7433.

AMA HARE & HOUND
Red Mountain, CA. U.S. 395 to Trona Rd. All classes. 4th Annual Rover Boaier Run. Start 10 a.m., Beg., Trail Nov. go one loop. Sidehacks, OT, OTHG, CRC, DRA welcome. Entry $9.25. Rescue 3. 714/892-6586, 213/896-6206.

ARIZONA

BUCKEYE HILLS TRIALS
Buckeye Mtns., AZ. A & B, Nov, Am, Ex classes. Championship round 10 for Ex. Entry $6, CAT & SATA $4, A & B class $4 & $2. Start 9:30 a.m. Camping. 602/992-6168.

OKLAHOMA

COR MOTOCROSS
Central Oklahoma Rcwy, Edmond, OK. 10 mi. East of I-35 on H-66. All classes. Prac. 10 am, race noon. 405/341-2833.

MOTOCROSS
Kiamichi Rcwy, Broken Bow, OK. 6 mi. E. of Broken Bow on H-70, S. at Exxon Station, follow signs. Am. & Ex. classes. Entry $7, $12. Series bonus for Ex., brass for Nov., Am. Start noon. $50 bond for high point rider in each class. Rt. 1 Box 216-A, Broken Bow, OK 74728. 918/584-6876.

TEXAS

MOTOCROSS
Lake Whitney cycle Ranch, Whitney, TX. 8 mi. S of Whitney on H-22. Nov thru Ex classes. $705 purse, 50% of gate in bad weather. Trophies thru 6 places. Free Keg beer. Entry $6, $8 Expert. Nov. race at 10 a.m., Int, Ex at 1:30 p.m. 817/694-2901.

SDRA MOTOCROSS
Star Track, El Paso, TX. 2 mi. North of Santa Terisa Country Club on NM Hwy 273. All classes & Womens, OT. 100% Pro P.B., 33% Trophies to others. Entry $8 mini, $9 others, $10 Ex. $2 discount to SDRA memb, $15 per year. 915/584-3802.

OAK HILL MOTOCROSS
Oak Hill, Alvord, TX. North of Decatur 7 mi. on 287-81, exit Mt. Zion Rd., follow signs 3 mi. to track. $705 guaranteed purse or 50% of gate in bad weather. Entry: $5 Nov, Mini, OT; $6 Int; $8 Ex. Rt. 1, Box 71, Alvord, TX 76225. 817/427-2663.

April 15

S.A.M. HSMX
Saddleback Park, Orange, CA. All classes. 30% Trophies. Qualifying for Varsity and JV letters, Athletic awards. Entry $8, CMC license reqd. Parent approval form reqd. Gates open 7:30 a.m., Prac. 8, race after. Decals and contingencies from Duralube, Super Seer, PJ1. 714/559-0199.

ITA 3rd NAT'L ROUND TRIALS
Saddleback Park, Orange, CA. First rider out 9:01 a.m. 714/879-0570.

April 15-16

HANGTOWN HANGOVER OLD TIMERS MX
Plymouth Raceway, Plymouth, CA. Sierra Old Timers. Saturday team races for old timer clubs; two-day total points for individual honors. Entries must be 40 and over and must be a member of a recognized Old Timer club. Support class: Immediate family members of Old Timers only. Entry by April 1: $25; late and post entry: $35. Minis ride free both days. Old Timers and family support ride three motos each day. Post-race party: $4 per person. Mail entry to Hal Jensen, 7224 Linda Sue Way, Citrus Heights, CA 95610. 916/967-9396.

April 16

CALIFORNIA

CMC MOTOCROSS
Saddleback Park, Orange, CA. All classes. Entry Sp½tsmn. — $7 mail, $10 post, Pro — $12 mail, $15 post. Gates open 7:30 a.m., Prac. 8, race 9:30. CMC license required. Mail to CMC, P.O. Box 1402, Costa Mesa, CA 92626. Every 1st Sunday a CMC points race. 714/557-3323.

CRC MOTOCROSS
Indian Dunes, Valencia, CA. I-5 to H-126. All classes. 2 long motos and cash for pros, 3 motos and 30% trophies to sportsman. Entry $9, $13 Pro. $3000 med. insurance. Gates op½en 7 a.m., prac. 8, race 9:30. Membership required. 213/830-7519.

MINI MOTOCROSS
Barona Oaks Raceway, CA. Hwy. 67 to Lakeside, E on Mapleview, N on Ashwood, up Wildcat Cyn. Rd. 11 mi. O/N camping. Sign up closes 8 am sharp. Late entry $10, guest rider $9. 714/749-2525, 479-1572.

AME MOTOCROSS
Spillway Park, Santa Maria, CA. H-101 to Broadway exit, follow signs to riverbed. Mini thru Pro, All classes. 30% Brass, 100% Pro P.B. Entry $8, $12 Pro. Free O/N camping. Med. Coverage. 805/937-6171.

ITA FRENCH TRIALS
Saddleback Park, Orange, CA. Beg, Nov, Am, Ex classes. Entry $6, $4 kids. Start 10 a.m. 3 loops, women, kid, 1st time Beg go 2 loops. Ex-20 sects. Am-17 sec, Nov & Sr-15 sec., Beg-13 sec. 714/879-0570.

AMA MOTOCROSS
Santa Cruz Cnty Fairgrounds, Santa Cruz, CA. Heckter Pass Rd, H-152. 125 thru Open, OT, PP classes. 100% P.B. Entry $7.50 + gate, $15 + gate Experts. Prac. 7:30 a.m., race 9. S.C. Ridge Runners 408/475-3619.

AMA SEMI-PRO MOTOCROSS
River Front Park, Marysville, CA. Over levee at West end of Marysville, 14th St. All classes, PP, OT, Vet. 100% Ex. P.B., Entry $15 Ex + $1 for Ins., others $9, incIds. Ins. Free camping, paved pits. Race 9 a.m. 916/695-2727, 695-2088.

J'HONT/CMC MOTOCROSS
Sacramento OHV Park, Sacto, CA. H-50 to Prairie City Rd. — R. to White Rock Rd. R. to track. All classes. 100% Pro p.b., 30% trophies to Sptsmn. Entry $15 Pro, $10 others. Gates open 6:30 a.m., Prac 8, race 9. Track prep by chuck Elrod, O/N camping, Nat'l. M/C Patrol. 408/245-8448, 733-9545, 996-0987.

P.I.T.S. OBSERVED TRIALS
Redwood Rd., Castro Valley, CA. Off Castro Valley Blvd. All classes. $1 donation. Club events. East Bay P.I.T.S., P.O. Box 2601, Castro Valley, CA. 415/582-9211.

AME/D&C MOTOCROSS
Argyll Park, Dixon, CA. 12 mi. South of Dixon on H-113. All classes. $4000 Sptsmn series and Pro Qualifier. 100% Pro p.b., 30% Trophies. Entry $12, $15 Pro plus $5 for Hi-Point Purse. O/N Camping. Prac. 7:30 a.m., race 9. 415/686-9845, 686-3172.

AMC MOTOCROSS
Carlsbad Rcwy, Carlsbad, CA. All classes. 100% Pro p.b., 30% Trophis to Sptsmn. Entry $7.50, $12.50 Pro. Membership available at track, $3 extra non-members. Gates op½en 7 a.m., prac. 8-9, race 9:30. 714/541-9439.

ARIZONA

CMC MOTOCROSS
B&B Motorcycle Park, Tucson, AZ. I-10 to Paloverde. South to track. All classes. 100% Pro p.b. Entry $10, $15 Pro. $3.50 gate admission. Gate opens 7 a.m., prac. 8, race 10. 602/747-8965.

OREGON

CLARK'S BRANCH MX
5 mi. N of Myrtle Creek, OR. 6 mi. S. of Roseburg, take Clark's Branch Exit off I-5. Junior and Expert div., thru 250 class if enough riders. Entry $5, 33% trophies. Prac. 9:30 a.m., race 11. 673-3205, 832-2303.

CROSSUP MOTOCROSS
Crossup Raceway, 6 mi. North of Bend, OR. On H-97. All classes + first day, over 38. 100% Pro p.b., 33% Trophies. Entry $4 mini, $6 Sptsmn., $10 Pro. Adm. $2. Sign up 8 a.m., Prac. 8, race 10. 503/382-7751, 382-5309.

TEXAS

MOTOCROSS
Mosier Valley MX Park, Arlington, TX. All classes. Rain or shine. $705 guaranteed purse or 50% of gate if rain. Brass to six places. Free keg beer. Entry $3 gate fee, $6 Nov., $7 Int., $8 Ex. Nov, prac 9 a.m., race 10. Int/Ex prac. 1 p.m., race 2. Payoff to Senior classes only. 817/277-9917, 267-9153.

MOTOCROSS
McAllen MX Park, McAllen, TX. Next to Miller International Airport. All classes. Cash to Expert. Entry $8, $10 Ex. McAllen M.C., 512/686-4181.

April 21-23

AMA ISDT QUALIFIER
Cal. City, Rand Mtns., CA. H-14, 10 mi. north of Mojave. 100-500 classes. Entry 130. Open Mar. 1, close Apr. 1. Sunland Shamrocks, P.O. Box 515, Sunland, CA 91040. Rescue 3, ambulance present. 213/363-2371.

April 22

OREGON

NIGHT POKER RUN
Brown's Camp, Portland, OR. All classes. Ride starts at dusk, approx. 30 mi. Entry $5, $1 refund at check-in. 503/286-5066, 244-7812.

April 23

CALIFORNIA

AMA MOTOCROSS
Sand Hill Ranch, Brentwood, CA. Corner Camino Diablo & Vasco Rd. All classes. 100% Ex. P.B., 30% Trophies. Entry $9, $15 Expert. Gates open 7 a.m., Prac. 8:30, race 9. 415/634-3328, 634-1667.

CMC MOTOCROSS
Carlsbad Rcwy, Carlsbad, CA. All classes. Entry Sptsmn. — $7 mail, $10 post, Pro — $12 mail, $15 post. Gates open 7 a.m., Prac. 8, race 9. CMC license required. Mail to CMC, P.O. Box 1402, Costa Mesa, CA 92626. 714/557-3323. (Every 4th Sunday a points race.)

J'HONT/CMC MOTOCROSS
Hollister Hills, Hollister, CA. All classes + O.T. & Vets. Entry $10, $15 Pro. 100% Pro P.B., 30% trophies to Sptsmn. Gates open 6:30 a.m., prac. 8, race 9. O/N camping, track prep by Chuck Elrod. 408/245-8448, 733-9545. 996-0987.

U.S.M.R.A. MINICYCLE RACING
Elsinore Rcwy, Elsinore, CA. 1 mi. N. of H-71 between Central and Railroad Canyon Rd. Pee Wee thru 125 classes. P.B. to Mini, 100, 125 Pros. 33% same day trophies to Sptsmn. O/N camping. Prac 8 a.m. Race 9. Memb. required. 300 Pomona Mall West, Pomona, CA 91766. 714/622-0773.

CRC MOTOCROSS
Racing World, Escape Country, Trabuco Cyn., CA. All classes. 2 motos and cash for Pros, 3 motos and 30% trophies for Sportsman. Entry $9, $13 Pro, Membership required. Gates open 7 a.m., prac. 8, race 9:30. 213/830-7519.

SADDLEBACK RACING CLUB MX
Saddleback Park, Orange, CA. All classes. P.B. to Pros, tro0phies to Sptsmn. Post entry only, memb reqd. $10 per year. 2-30 min. motos for Beg, Jr, 2-40 min. motos for Int., Pros. 714/831-2999.

FREE LISTING

CALENDAR

Listings must be received by noon Thursday to be included in the following week's Cycle News. No listings can be accepted by phone. Please include a phone number for additional information. Mail the completed blank to Cycle News Calendar, Box 498, Long Beach, CA 90801.

Event date _____ Event sanction _____ Event type _____

Location _____

How to get there _____

Classes _____ Purse _____ Entry fee _____

Mailing address _____

Other info _____

Your name _____ Phone number for info _____

Jimmy Odom Championship
Pro $2,000 Half-Mile
AMA Sanctioned

Tulare Fairgrounds
APRIL 8

Full program plus
Expert trophy dash
Riders include:
Steve Eklund, Skip Aksland, Rick Hocking, John Gennai

Adults $4.00
10 & under $1.50 Riders & Mech. $7.00
Gates open 2pm
Practice 5-6
Time trials 6:30

Put on by Tulare Trackmasters, Inc.
for info: 209-686-2371

ANAHEIM HI-SIDERS SO. CALIF.

1978 Anaheim Hi-Siders Grand Prix
AMA AMERICAN MOTORCYCLIST ASSOCIATION
JUNE 3 & 4
Racing World (Escape Country)
District 37 points AMA sanctioned
Entries open Apr. 3 - close May 20

SATURDAY RACES
0-175 Beg. Nov. 9am
0-175 Am. Ex. 11am
0-Open Sportsmen 1pm
176-250 Beg. Nov. 3pm

SUNDAY RACES
176-250 Am. Ex. 9am
Seniors & Womens' Div. 11am
251-Open Nov. Beg. 1pm
251-Open & Sidehacks 3pm

75 Min. races
Overnight camping $3 per vehicle
$3 spectator fee
$15 mail entry - includes entry to park for rider
$25 post entry
use any standard entry form - send with 3 S.A.S.E. to:
ANAHEIM HI-SIDERS GP
308 Berniece Anaheim, CA 92801
for more info call:
714-772-9271 714-751-9559
714-997-8615 714-828-1880

AMA AMERICAN MOTORCYCLIST ASSOCIATION
SUNDAY 4-16-78
125/250 NATIONALS 180 MINUTES OF THE BEST
RACING WORLD

AMERICAN MOTO-CROSS A.M.E. INC. ENTERPRISES
GOLD RUSH SERIES
APRIL 2nd
Argyle Park 415-686-3172

Coca-Cola Bottlers
Superbowl of Motocross
Number 7
L.A. Coliseum
JUNE 24

SADDLEBACK SAT. MX
Motocross Every Saturday
Pros — 2 — 40 minute motos
Sportsmen — 2 — 30 minute motos
info: 714-495-4771

Minicycle Motocross
AMERICAN MOTO-CROSS A.M.E. INC. ENTERPRISES
Apr. 2 — Racing World
Apr. 9 — Sprockets Park
Apr. 16 — Racing World
Apr. 23 — Indian Dunes
American Minicycle Assn.
213-881-5778

WANT ADS

Help Wanted

Full & part-time sales help wanted
Must know motorcycles. Excellent opportunity. The Outrider, 10545 Pico Blvd., Los Angeles, Calif. Call Mr. Anton: (213) 879-3350. (14)

Yamaha mechanic/manager
Santa Barbara area, excellent opportunity for experienced Yamaha mechanic. Send resume to Yamaha of Goleta, 340 Pine Ave., Goleta, Calif. 93017. (805) 964-7714. (43/TFN)

WANTED: Full time experienced Yamaha partsman. (213) 635-8058. (50/TFN)

EXPERIENCED PARTS & ACCESSORIES person, references required. Pasadena Kawasaki (213) 795-0245. (TFN)

Experienced Honda MC mechanic wanted
Must have 3 years dealership experience. Career opportunity. Guaranteed salary plus commission. Excellent benefits, retirement & vacation. Send resume to: Walnut Creek Honda, 2555 North Main, Walnut Creek, CA 94596. (415) 934-0530. (12)

Experienced parts man
Alba Honda, Encinitas (714) 436-9771 ask for Tim. (13)

"Prototype Specialist"
Develop exhaust systems for tomorrow's bikes. Machine shop, weld, chassis dyno and engineering background all helpful. Tube bending and production fixture experience is a must. Canoga Park. Contact **Kendick** Engineering, **KERKER** Division, General Manager (213) 999-3060. (12)

Our mechanics earn $20,000 per year
Imm. opening for full journey MC mechanic. $10.– per mfr's flat-rate hr. Year-a-round emply w/larger, well est. dlr. Yamaha — BMW — Triumph —Moto Guzzi — Norton — Ducati. San Francisco Bay Area. Send brief work history w/1st reply. CYCLE SPORTS, 2355 El Camino, Santa Clara, CA 95051. (TFN)

Parts counter
Experienced Honda motorcycle parts counter sales person. Top pay and benefits. Tri-City Cycle, 9041 Katella, Anaheim, CA 92804. Joe or Colman (714) 821-4710. (TFN)

3 YAMAHA MECHANICS WANTED, (Sunny south west). Ride year round, minimum 5 year experience, New stores, Will help move, easy $15,000, $20,000 a year. Sherm Barnett, Mark Connell, Yamaha of El Paso, 9605 Montana, El Paso, Texas 79925. (915) 598-5456. (13)

Parts man wanted
Honda parts man. Call Bob (213) 272-3559. (14)

Parts Person wanted
Honda Parts Counter person, good opportunity for right person. Permanent position. Company benefits, wage & commission. Call Long Beach Honda (213) 423-1433. Ask for Clay Masters. (13)

Service Writer
Only Big 4 dealers in the west
Immediate opening available for the right caliber of person. Paid vacation, full medical benefits. More than a job, a way of life with a future. Contact Jim Parkinson, Bill Krause Sportcycles. Honda, Yamaha, Kawasaki, Harley-Davidson. (213) 671-0405 or (213) 674-5311. (13)

Parts person
Honda experience. 5 days. Paid insurance, vacations and percentage. (714) 531-0742. (16)

Yamaha mechanic
Yamaha, experienced preferred, but not necessary; but 4-strokes experience a MUST. Good pay and benefits. Ask for Ken, Foothill Yamaha, 7139 Foothill Blvd., Tujunga, CA 91042. (213) 352-3277. (12)

Settle in sunny Idaho
Volume Yamaha-BMW dealer needs to add top notch mechanic to service staff. No "get rich quick" schemes. Just solid opportunity to relocate in smog-free Southern Idaho. Four-stroke experience critical. (208) 459-1811. (12)

Phone sales
Male or female, Monday thru Fridays. Calling existing accounts for full-line touring distributor. Steady, good commission, training period provided. Reply to: Sales Manager, 733 Salem, Glendale, Calif. (213) 244-8401. (13)

Mechanic for Idaho area
Sport cycle R.V. & Marine need qualified journeyman M.C. mech. w/ref. $7.50/hr. per manf. flat rate. (Kaw., BMW, Husky) Contact at 2200 No. Woodruff, Idaho Falls, Idaho 83401. (208) 523-4633. (13)

Help Wanted — General Office
Worldwide Distributor of motorcycle accessories needs experienced individual to handle vendor control desk. Fast moving job for sharp person. Phone work-light typing. Good opportunity with growing company. Benefits. Phone for appt. (213) 287-9656. Ask for Mrs. Brown. (12)

Certified Honda mechanic
Have need for honest, clean, hard working Honda mechanic. New, fully equipped, air conditioned shop located in San Antonio, Texas. Good pay, profit sharing, benefits and retirement. Send resume. Alamo Cycle Sales, 5706 Mobud Dr., San Antonio, Texas 78238. (13)

Field salesman wanted
Expansion has created new position with one of the nation's largest motorcycle parts distributors. 45 year old company with excellent commission and benefit program. Established customers nationwide. Hap Jones Dist., 1040 Rock Ave., San Jose, CA 95131. (800) 538-6833. (15)

Parts man wanted
Counter sales & parts ordering. Experienced only apply. Long Beach Yamaha, 3580 E. Pacific Coast Hwy., Long Beach, CA. (213) 597-3317. (13)

Factory replica number plates and side panels
Handmade, opaque, polyethylene number plates and side panels for Suzuki RM, Yamaha YZ, Honda CR, etc. Side panels — $19.95 per pair. Front number plate — $4.95 each. Dealer and direct. Send to PRO RACING PRODUCTS, 3639 So. 2110, E. Salt Lake City, Utah 84109 or call 1-(801) 272-7472. **(13)**

'77 Yamaha 250D
Pro Fab swingarm, runs great, $825. (714) 753-7955. (13)

TIMEKEEPER $24.95. Large, easy to read luminous dialed pocket watch with padded aluminum holder. Mounts to cross brace — easily reset. Martin Maeding, 116 Electric St., Auburn, CA 95603. (12)

'77 Maico 400
Excellent, not ridden much. Up pipe. $1,000 firm. Daytime, call Ron at: (213) 277-9011. (13)

* SACHS — SACHS — SACHS *
We have all Penton, Sachs, DKW, Rokon and KTM parts. Ship world wide same day. Collins and Son, 1265 E. Lincoln, Anaheim, CA 92805. (714) 535-5000. (5/TFN)

1974 John Player Norton
Factory special, like new, 3,903 miles. $2,695. Cal's Motorcycle Sales, Inc., 701 S.E. 29th, Oklahoma City, OK 73129. (405) 632-1559. (12)

Motorcycle trailers
2, 3, or 4 rail. Big wheels, springs and shocks. $275.00. (213) 630-3799 or (213) 861-7721. (44/TFN)

Kawasaki dealership for sale
For sale, established Kawasaki in the heart of Colorado's prime riding area. The over ½ acre with building, sales and service facilities plus inventory and equipment all for $85,000. Call Gunnisson Realty, Inc. (303) 641-1111. (TFN)

Dealer inventory for sale
Husqvarna, Penton, Ossa. Includes: Service and parts manuals and service tools. Prices drastically reduced. Ask for Rick or Tony (313) 971-4211. (12)

What a deal!!
All our 1978 Yamahas & YZs are priced too low to advertise. Advertising our cost if forbidden by cycle News. Call for a super deal today. Yamaha of Carrollton, Georgia. (404) 834-7728. (3/TFN)

Attn: Enduro & play riders
'75 Yam 400MX, VDO, gearing, fork kit, field box, chart holder, clock, gobs of goodies. $1000.00 takes it all. Call Sharky, weekdays (213) 264-6904, evenings & weekends (213) 284-5989. (12)

Husky '77, 390 CR
Ridden less than 100 miles, brand new cond. Injury forces sale. $1600.00. (213) 326-5114. (12)

LAST YEAR'S 1, 2, 3 at Tecate will use Countdown this year. (213) 348-8381. (13)

KTM 250cc Enduro
Reed valve, 400cc Motoplat, I.S.D.T. ported, new rear tire, $500.00. (213) 359-7539. (12)

YAM. 250/400 YZ, 1977/78 back wheel, complete, including tire and sprockets, $75.00. (213) 249-4420. (12)

RICKMAN ● RICKMAN ● RICKMAN!
WE have ALL 125 Zundapp and 250 Montesa parts, plus early Mk III and MkIV Metisse items. Giant inventory. Jack Byers, Target Products, 2724 W. Main, Alhambra, CA 91801. (213) 284-3238. (27/TFN)

'76-TT500-enduroized
VDO Speedo — White Bros. alum. swingarm — Fox shocks — up pipe w/Super Trapp — lighting kit — street licensed — top condition — many extras — Before 6 — $895.00. (213) 875-2060. (13)

Wanted used Smuggler trailer
Prefer 15-18 feet, consider others. Telephone evenings (707) 743-1521. (12)

Wanted Yamaha 250 Trials bike
Good condition. **Telephone (707) 743-1521.** (12)

Custom-fit racing rearsets
To your size & riding position. Beautifully finished. All aircraft construction. Cable operated brake. Satisfaction guaranteed. STARBIKE (213) 823-8528. (13)

RM 125B '77
4 mon. old, like brand new, Luft shocks, Metzelers, Mototek C.D.I. plus more. Take over payments. (209) 226-3139. (14)

'75 Husky 360 CR
Profab clamp, new rim, Metzeler, $825. (714) 780-8929. (12)

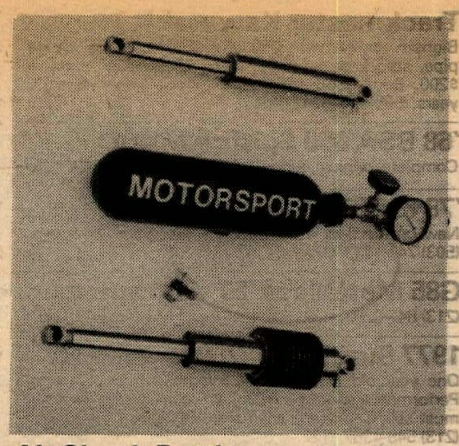
'77 (modified) RM 80 B
Mint condition, CH pipe, Mulholland shocks, 28mm carb. Baker fork kit, many extras! Never raced. (213) 271-1555. $650.00. (12)

XL 350
Complete engine, only 6000 miles, $300.00. (213) 322-0882. (12)

Norton Triumph owners/dealers
We repair stripped port threads. Competition Cycle Center, 2629 W. National Ave., Milwaukee, WI 53204. (414) 672-4010. (11/TFN)

'73 Husky 400
Profab swingarm, gas Girlings, desert and M-X tanks and much more, very clean. Make offer. Ask for Jim P. days (714) 639-8500, eves. (714) 998-2997. (13)

76C YZ 125 Yamaha
In excellent cond. 175 head, air shocks. Must sell — $550. (B59B75) Call (714) 735-3160 before 6:00. Call (714) 684-1023 after 6:00. (12)



Air Shock Bottles
1800# certified filled to 600# with core depresser air chuck, $79.50. Motorsport air shocks, $149.50, w/coolers, $174.50. Bottle & shocks, $20 disc. Motorsport, 5900 Manita, Long Beach, CA 90815. (213) 596-3691. (16)

Jawa-Speedway motorcycle
With Neil Street 4-valve conversion by Gene Rhyne — new, never been raced — includes spare wheels — sprockets, transmission, carburetors and many other spare parts! Call (805) 255-6573 — "Will negotiate." (13)

'76 YZ 80 and Ossa SDR
YZ is in like-new shape. A steal at $350 (a new one is over $600 out the door). Good tractable enduro or play bike, not pipey. Ossa is loaded, Curnutts, Mikuni, Petty, sprockets, Barum. Enduro tuned. $295. (714) 640-1922. (12)

'76 Yamaha YZ100C
Excellent condition. 2 tanks, 6-ply tires. $395.00. (213) 367-1333. (13)

KTM parts and accessories
Alloy side panels, MC5-GS6, alloy skid plates, GP chain tensioners and much more available. 1978 catalog now available. Send $1.00 to San Mateo Yamaha, 521 E. 5th Ave., San Mateo, CA 94402. 1 days U.P.S. service, dealers inquiries invited. (415) 347-4758. (13)

Wanted dead or alive
Small, 4-cyl. pickup. Any make, Ford, Chevy Luv, Datsun, Toyota, Mazda, etc. ANY CONDITION. Running or needing a little work. Will pay $ if reasonable! Ask for Brian George, eves. (213) 867-2805. (TFN)

Litch Motorcycle Machine Shop
Formerly at Long Beach Honda Hi-Performance Dept. now at Parts Unlimited, 10731 Chestnut Ave., Stanton, Calif. 90680. Phone (714) 995-5959 or 828-6260. Stroker cranks — Honda Singles. Cylinder boring and head work. Prompt service — all orders. (13)

$$$$??Need some money??$$$$
I'm looking for some good leathers and boots. Will pay as high as $50.00 for each if they are in excellent shape. Give it a try and call (213) 263-3743. (16)

Motorcycle mechanics
Motorcycle dealers/shop owners. Top-notch motorcycle mechanics available for placement. For the best — call: Mr. Gage, Denver Institute of Technology, (303) 426-1808. (13)

GL 1000 '76
Excellent condition, low mileage, full dressed; Windjammer fairing, Bates side & rear bags, CZ Berg's custom contour saddle seat, Cruise Control, back rest, original & longer handlebars, tires almost new. A steal at $2,850.00. Call evenings (714) 894-1990 (Garden Grove). (TFN)

'74 Maico 450cc
Runs, new bottom end, box stock, $300.00. (714) 792-0166. (12)

Jawa 500
Speedway bike, just rebuilt, some extras, $900.00. 8 a.m.-5 p.m. (714) 249-3201, 6 p.m.-11 p.m. (714) 249-6189. (12)

Trackmaster Kawasaki
Bighorn engine with 250 and 350 top ends. Banke pipe, sprockets — $795. Also '73 Bultaco Astro — $200. Both good condition — have been stored 2 years. (505) 266-5242. (13)

'68 BSA 650 Spitfire MKIV
Complete, original, running. $750. (805) 647-2471. (12)

'78 KX 250 Kawasaki
New on the floor at East Side Cycle. Springfield Org. (503) 747-1033. (13)

G85 Matchless '67 with spares.
(213) 842-8295. (13)

1977 Suzuki RM 250B
One year old, less than two months ridden. Works Performance shocks & Al Baker forks kit. Bike like new, must sell. Can't race anymore. $900.00 or best offer. (213) 549-4367. (12)

800cc Triumph with Luca mag
Hillclimber, spare 750cc newly rebuilt engine, extra engine in basket. $1200.00 complete. Call Jerry Dunivin, office (213) 693-2786, home (213) 693-5465. (12)

'78 Husky 125 CR
Like new, save $500.00. $1000.00. (714) 244-6661. (12)

Husky 360 CR
New barrel — Fox shocks — 38 Bing. Must sell, $725. (408) 395-1083. (14)

'77 Yamaha YZ125D D.G. setup
Brett Meyer's D.G. pro port, pipe, gold head, gold D.G. swingarm, Luft resv., gold rim, 8 ga. spokes, Metzelers, best poss. condition, $875. Also '77 YZ125D, practice, basic stock, port & pipes, $750. (714) 633-2631 or (714) 956-7513. (12)

Turner Racing Pipes
The best exhaust pipe available. Completely tested and developed in National competition by top riders. Each pipe individually hand crafted for maximum performance and dependability. "The Works Look." You've seen them @ the races; now you can own one. Inquiries to: Turner Racing Dealers invited. 45 Morehouse Dr., La Selva Bch., CA 95076. (408) 684-1521. (12)

Bengt Aberg Yamaha
A rare opportunity to own an extraordinary thumper. $2500.00. (805) 746-4058. (12)

WHEEL LACING / TIRES
DIRT. X3 & X4 custom lacing. Spokes. Rims. **SUN. DID.** Metzeler — Dunlop — Goodyear, etc. **STREET.** Chrome spokes. 15" to 21" rims. Avon. Continental. Dunlop. Cheng Shin. Electronic spin balancing. **BOB KEYS M.C. WHEELS, 1360 B WHITE OAKS RD., CAMP/BELL, CA. (408) 377-8474.** (12)

'76 Honda CR125M parts
P.D.I. alum. swingarm & new 16" S&W shocks, $150, 14¼" S&W shocks, $50. New swingarm $20, stock gas tank $20. Glass tank $15. (714) 956-7513. (12)

YZ 125s in stock
Bellflower Yamaha, 10401 Alonda Bl., Bellflowr, CA 90706. (213) 925-5097. (TFN)

Harley-Davidson Dealership
Owners retiring after 23 years successful operation in prosperous Belmont, California. $153,500. Submit to owner financing. Call (408) 426-5533, Real Estate Center. (16)

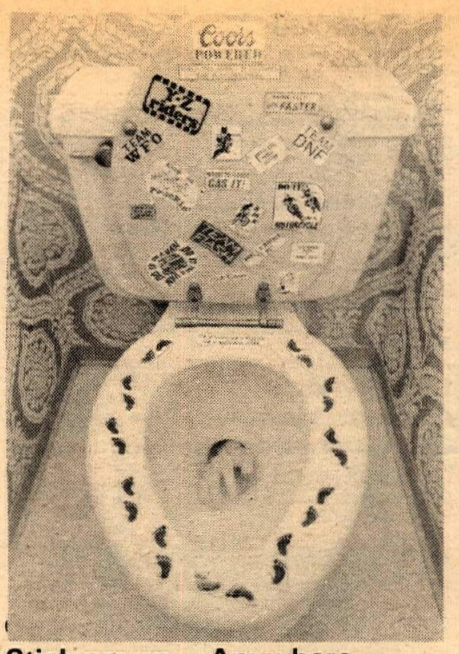
YZ250/400D forks
Compelte fork assy'y. incl. triple clamp, lower bearing race, fork boots, skins. Like new. $175.00. After 7 p.m. (213) 963-4341. (12)

'76 Honda CR125 D.G. pro
New cases, D.G. pro port, gold head, pipe, 34 Mikuni, C&J arm, Fox Shox, Sun rim, 8 ga., etc. $1800 inv. take $700. Very trick! Brett Meyer (714) 633-2631 or (714) 956-7513. (12)

Husky mag swingarm wanted
Mag swingarm or extended arm wanted for 1973 Husky 250. Good condition & straight. (Los Alamitos) (213) 598-0644. (15)

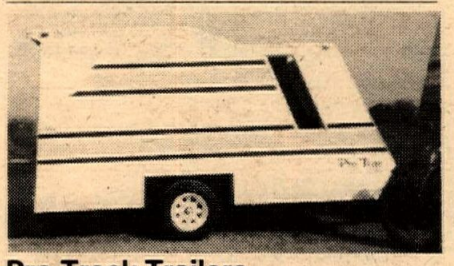
'76, 250 Mono
Desert ready, many extras, $600.00. (714) 638-9916. (12)

TRIUMPH 500cc Trophy Trail — very clean cowtrailer, $595. (213) 923-9990. (12)



Stick-em-up — Anywhere
Over 400 different stickers in stock. Send $2.00 for 78 picture catalogue, and free samples too. Cliff Johnson Ent., 512 Fontonett Ave., Dept. CN, Livermore, CA 94550. (415) 443-0854. (13)

MLK-Happy Birthday lov, 533 (13)



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The finest, most attractive trailers built! Send for brochures and prices. 7685 Placer Rd., Redding, CA 96001. Phone (916) 241-1100. (14)

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Very clean, adult owned & maintained, Boge shocks, new tire, exhaust, chain, & sprockets, fairing, 17K miles, $1,400.00. (714) 970-0065. (11)

1977½ KTMs
At drastically reduced prices. Competition Service Cycles, 1244 N. Gaffey, San Pedro, CA. (213) 831-1279. (13)

DMG Motorcycle Service
Where you can get the motorcycle you buy serviced. DMG Maico-Suzuki, 1505 S. Pacific Ave., San Pedro, CA 90731. (213) 832-6844 or (213) 833-1301. (12)

'72 Ford ¾ ton van
Custom paint, mags, side pipe, spoiler, fogs, total shag interior, high backs, V8 with auto, P/S, P/B, stereo, with 4 bike trailer. $3450.00. (213) 498-2518. (12)

'75 Ossa 250 Trials M.A.R.
Mint condition. After 6 (213) 835-8472. $450.00. (12)

'71 BSA Victor 500
Dirt bike, good condition, $325. (213) 429-6309. (12)

'77 Suzuki RM 250
Good cond! Fox shocks, Fox fork kit. Must see. Dan. Many extras, $800.00. (213) 430-4761. (12)

Specializing in TT500 Yamaha
Service. Big Bore & Stroker Kits, large valve & seat installation, Heli Arc welding at Jack Simmons Machine Shop. Call (714) 992-0165. (12)

'76 RM 250
Excellent condition, low miles. (213) 431-2936 after 6 p.m. (tfn)

650 TRIUMPH HILLCLIMBER, Cerianis, ARD, Mikunis, Weber, M/C, Barnett, $650.00. 1969, 250 Bultaco Pursang, Konis, Mikuni, needs coil, $150.00. (714) 633-3221. (12)

'77 Pursang 250 and 370
Ridden twice, showroom condition, many extras, $800 each. New 15", ¾" S&W shocks with springs, $70. New 15" Betor gas shocks with springs, $50. (213) 771-3896. (12)

1977¾ RM250 C Suzuki
Full floating rear brake, Metzeler tires, skate board wheel, chain tensioner, on standard bore, FMF seat kit. Asking $975. 1-(213) 728-3376. (13)

Wanted CZ rear wheel
Or hub, good cond. (213) 949-3571. (12)

HI-POINT RACING NOW HAS THE NEW SUN *GOLD ANODIZED* COMPETITION RIMS

Sun

The fantastic Sun Alloy Rims are now available in the new Gold Anodized finish for '78 and Hi-Point Racing Products has them. 18", 21" and 17" sizes in all widths for these popular dirt bikes.

*Honda *Maico
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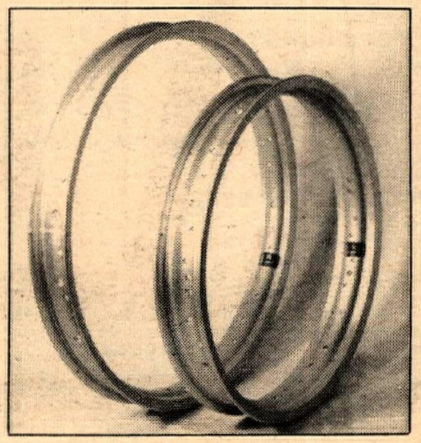
See your Hi-Point Dealer for your correct Sun Gold Anodized Alloy competition rims.



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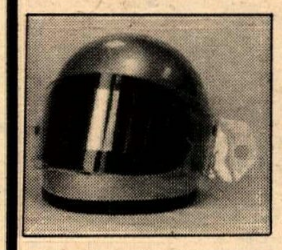
ALLOY SPROCKET Barnes SPECIALTIES CO

Quick Change Tear Off *NEW*



- **Features a new tab which folds under and pops out when the top tear off is removed**
- **Manufactured of Mylar instead of acetate for a clearer & more distortion-free tear off**
- **Thinner, so more can be used at once**
- **Used by 7 of 14 riders at Houston short track, and by the winner of both TT and short track**

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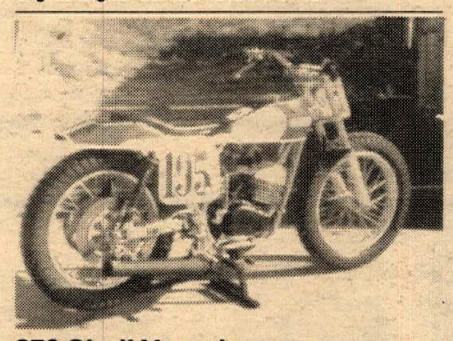

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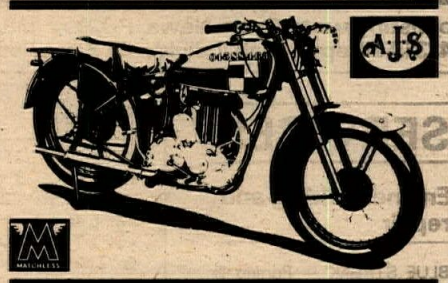

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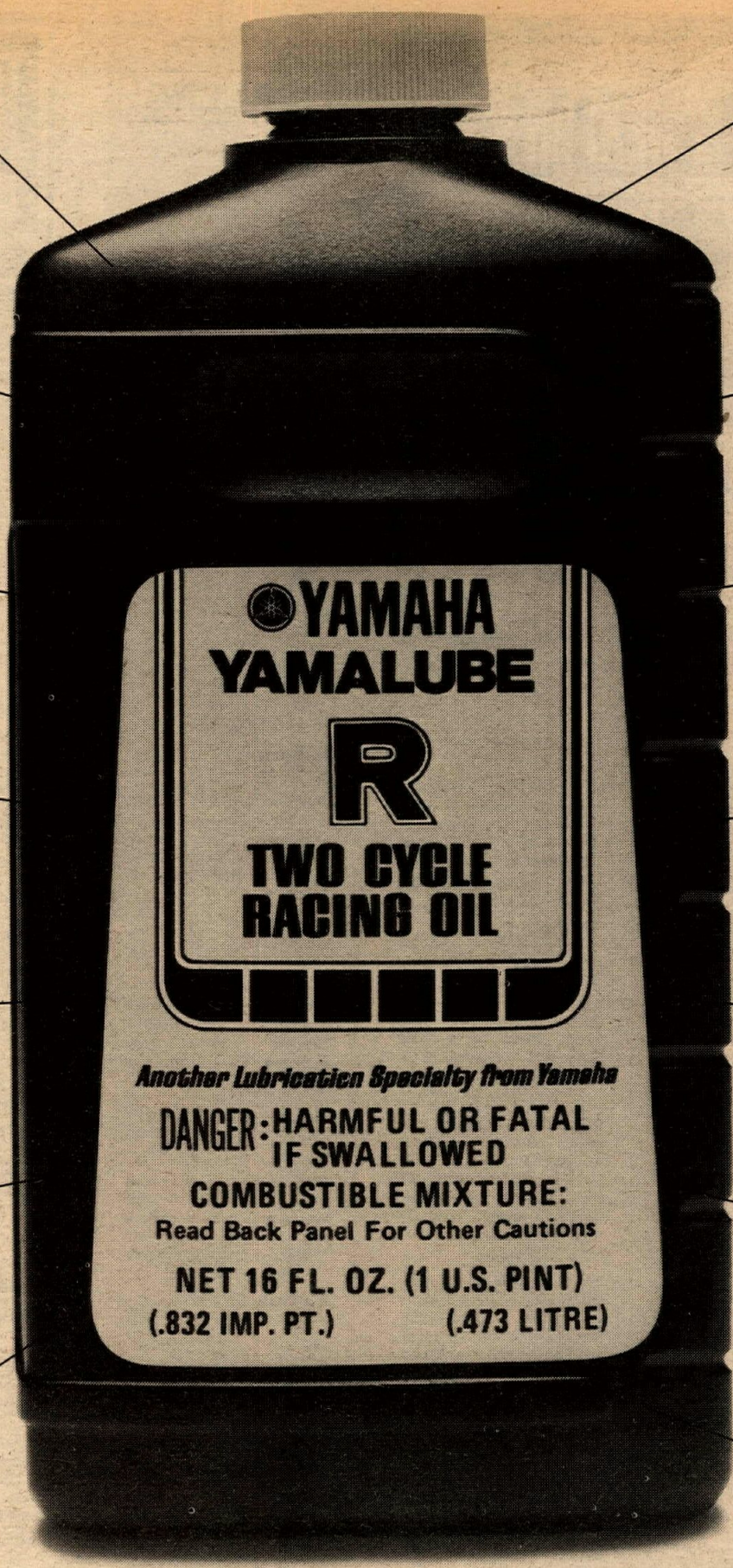


37th annual Daytona 200 Motorcycle Classic

10/6/73 Gardena Half-Mile

5/19/74 San Jose Mile

8/18/74 Peoria TT

8/23/75 Indianapolis Mile

9/27/75 Gardena Half-Mile

7/10/76 San Jose Half-Mile

8/15/76 Terre Haute Half-Mile

3/20/77 Harrisburg Road Race

6/19/77 Loudon Road Race

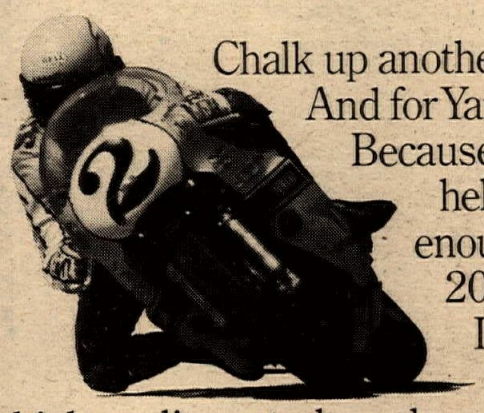
7/17/77 Sears Point Road Race

1/31/75 Houston TT

8/21/77 Mt. Pocono Road Race

10/2/77 Riverside Road Race

MAYBE THE "R" SHOULD STAND FOR ROBERTS.



Chalk up another victory for Kenny Roberts. And for Yamalube R.

Because it wasn't orange juice that helped keep Kenny cool enough to win Daytona Beach's 200 piston-punishing miles.

It was Yamalube R, the 2-cycle racing oil with a high quality petroleum base and all the right additives to add up winning miles.

It has a combination ashless detergent/corrosion inhibitor that cleans and protects rings, cylinder walls and other bearing surfaces. An anti-wear ingredient that seeks out hot spots and provides friction-reducing lubrication in cylinders and combustion chambers. A special diluent that assures consistent mixing with fuel throughout the engine. And purple dye for easy identification in the fuel mixture.

Pick up a pint of Yamalube R from your local Yamaha dealer today.

It may not make you a championship road racer like Kenny Roberts.

But it could make you feel like one.

YAMAHA

When you know how they're built.